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ISSN 0810-0187

A division of Bauer Media LTD ACN: 18 053 273 546

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TELFO
SIMON TELFORD

AS WE go to print, the world of drag racing in Australia is in turmoil. The three major tracks: Willowbank, Perth Motorplex and Sydney Dragway, have declared they will be running their own championship series for 2015/16.

It is a messy situation, compounded by the current freeze in racing at Melbourne's Calder Park. The team at Calder are waiting for track upgrades to go ahead that will allow Group One cars to race safely. In the meantime they're hoping to return to off-street racing when warmer weather resumes. The closest track to Victorians – Heathcote Park – is currently for sale, though competition is continuing for the time being.

Victor Bray goes into the whole deal in his column on page 132, but suffice to say, the rebel tracks are promising to run their own Group One series, with or without ANDRA sanction. There is little in the proposal that the tracks are not already free to do, so there is undoubtedly more to come.

The politics of drag racing in Australia has often been a rough-and-tumble affair. Younger readers may not realise that handicap or dial-your-own racing that's so familiar today was only introduced in the early 1980s. It was a massive change that required a big education campaign and lots of groundwork to get up. It was highly controversial at the time, but it brought in a whole new bunch of people to the sport.

Can the sport make these kinds of difficult, but ultimately beneficial, generational changes in 2015? It will be hard with the big three tracks and ANDRA coming to blows.

Another factor is the structure of ANDRA itself. It was once a club-based organisation, with clear democratic processes for decision making. It was thought that this set-up made it difficult for the sport to bring in and negotiate with corporate sponsors and the like, so it was swept away over a decade ago.

There was probably some sense to that logic, but I can't help but wonder if it was ultimately a good

I'D HATE TO SEE DRAG RACING CRUSH ITS GRASS ROOTS, THE SAME WAY THE V8 SUPERCAR GUYS DID


thing. The dealings I've had with ANDRA staff over the years have been great and I'm even a card-carrying racer now. Still, some things have always puzzled me, such as why ANDRA is based in Adelaide; a place that until recently had seen no drag racing for years.

Willowbank President, Tony Wedlock, said in his statement that the tracks want to "take Australian Drag Racing back to the top where it belongs". That sounds good, but what does it mean? To anyone who saw the stands of some of the bigger Calder Park Nationals or the Triple Challenge at Eastern Creek Raceway, it probably means just that – big crowds and lots of excitement around the sport. To others it might mean a bigger and flashier television coverage, which – the theory goes – will translate into better sponsorship opportunities for the racers, particularly in Group One.

There's no doubt that sponsorship and prize money are big factors for most racers, but particularly for those competing in the drawcard classes like Top Fuel, Top Doorslammer and Top Bike. They bring in the crowds, but they're also mega-expensive to run. If something can be done to help them continue to do what they love doing, then that will be fantastic.

Whatever transpires, my hope is that the Sportsman racers aren't forgotten. Group Three often get the short end of the stick. It has been the army of Sportsman racers who have carried the financial burden of paying for ANDRA's TV coverage, without getting much in the way of screen time in return. I'd hate to see drag racing crush its grass roots, the same way the V8 Supercar guys did. They are both the financial backbone and the heart of the sport.

At the end of the day, what most racers want is an affordable way to go racing. If there's a crowd watching then that's just a bonus. There is no doubt, though, that drag racing in Australia can use more hoopla. I'm not talking about employing wacky commentators, firing off rockets at the end of the track or any other novelty stuff that blights sports including cricket and AFL.

If you look at the peak eras of the sport, both in the US and over here, it was invariably when there were big personalities duking it out. I reckon it is madness to follow other professional sports into the world of tightly-scripted sound-bites and sanitised PR. Drag racing is full of drama, so let it all hang out. More on this next issue! 



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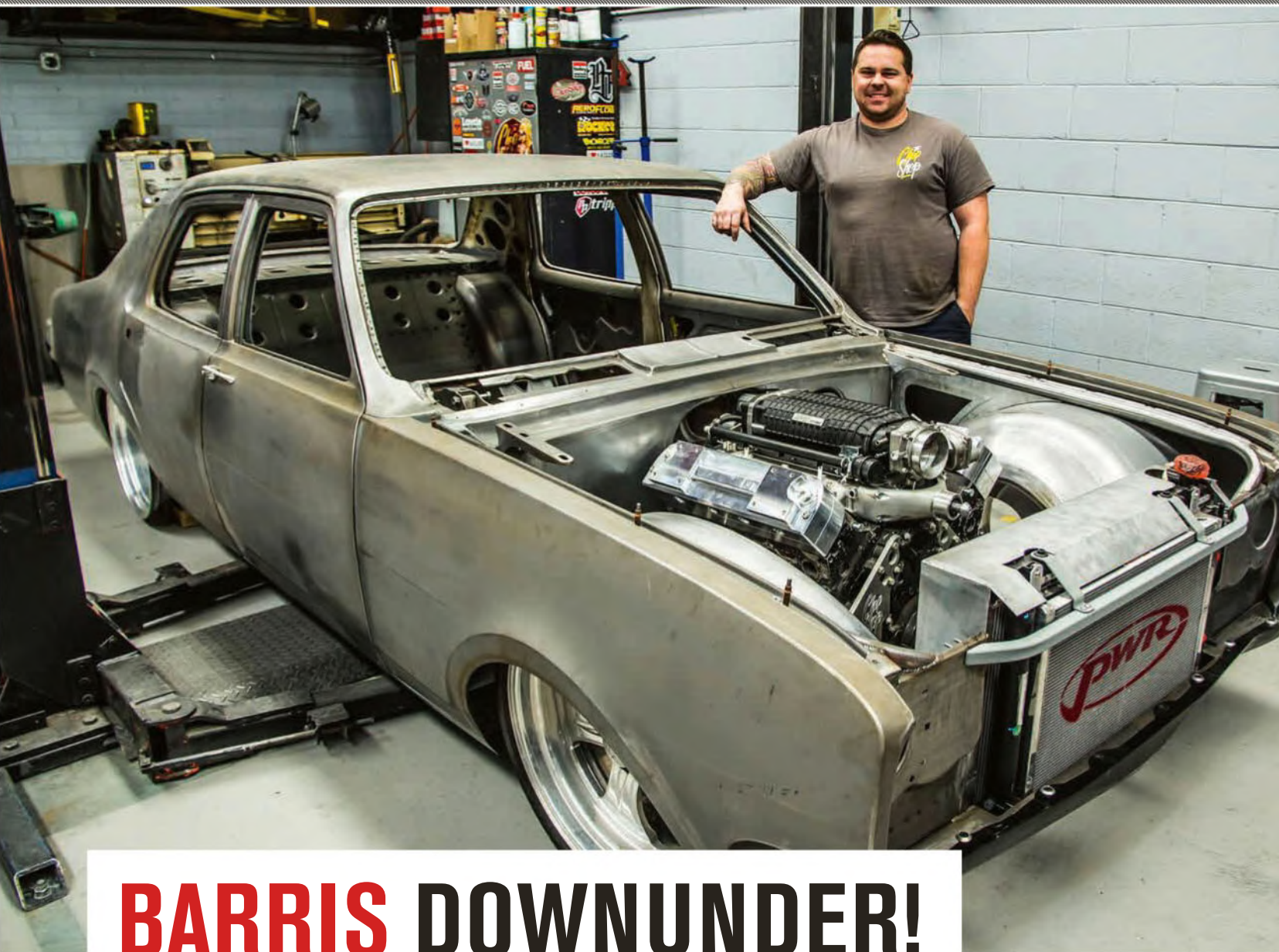
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AUGUST 2015: ALL THE NEWS THAT MATTERS
STORY SIMON TELFORD



BARRIS DOWNUNDER!

> MEGUIAR'S MOTOREX IS BACK IN SYDNEY THIS YEAR, ALONG WITH A VERY SPECIAL GUEST

AFTER successfully trialling a year in Melbourne, Meguiar's MotorEx is back in Sydney at Sydney Olympic Park, 25-26 July. The big news is that custom king George Barris is the guest of honour and will be on hand to meet fans and to present the Barris Choice award. George, along with his hugely talented brother Sam, were at the forefront of the golden age of customs. George went on to be heavily involved with movie cars and showbiz in general. What a blowout it will be for the car builder who scores that once-in-a-lifetime gong!

The event itself is almost doubling in floor space this year, with 450 cars, as well as 100 traders, dyno displays and fire-ups from both Top Fuellers and Doorslammers.

The award side of the show is always evolving, with 70 awards and \$100K in prize money on offer. At the pointy end, the Street Machine and Hot Rod classes have merged into one Superstars bunfight, competing

for a spot in the Super Six, with the overall winner being named the Meguiar's Grand Master, which comes with a billet trophy and a \$10K cheque. Other new awards include the memorial Laurie Starling Excellence award (see page 127), as well as gongs for cars participating in the outdoor Real Street Blvd show.

There will be 12 new cars and one bike unveiled on the Saturday morning at 11am, including a '55 F100 from Rides By Kam, a very trick FC ute from Down Town Kustoms, a new rod from Peter Elliot and, as announced last issue, Chris Varney's long-awaited Mod Rod Torana.

Special features for this year's show will include a display of top-end burnout cars and 30 iconic film and TV cars, including genuine *Smokey and the Bandit* and *Blues Brothers* cars, the *Mad Max* bubble trike and a bunch of cool replicas. For more info, check out www.motorex.com.au.

ABOVE: MotorEx 2015 will mark 12 months since the tragic passing of Chop Shop founder Laurie Starling, and Chris Willet's HT Holden was to be his next marquee build after the success of Henry Parry's all-conquering FB. Now, Laurie's mate and right-hand man, Aaron Gregory, is determined to finish the car. Aaron sees the HT as being Laurie's legacy, and is committed to seeing the build finished to the same standard as it started under Laurie's guidance at the Chop Shop

ENGINE BAY: The Russo Performance-built 427ci iron-block LSX features billet Trick Flow heads and is topped by a Harrop 2300 blower. Backed by a T56 Magnum manual, it'll be good for an easy 700-800whp, and thanks to Laurie and Aaron's handiwork it'll look damn good doing it. Cleverly, the alternator will be mounted in a cavity in the custom firewall and driven off the back of the blower. Trick!

> HOT GOSSIP

GET A JOB

THE team at Aeroflow are looking for a talented person to join their sales team, specifically someone with proven sales experience in the performance parts and/or performance hose and fittings industry. The role is based in Sydney, with some travel interstate.

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LIKE WOW, WIPEOUT

THE *Street Machine* Summernats crew have announced the music line-up for Summernats 29, and it is a doozy! Aussie rock gods the Hoodoo Gurus are headlining on the Saturday night, with You Am I doing the business on the Thursday. The event is on 7-10 January 2016; we'll see you there! For all the info check out summernats.com.au.

ICE, ICE, BABY

AS discussed in the story on Georgio Lafazan's Charger (see page 114), the man behind ICE Ignition, Michael Konstantinou, used to get his kicks racing a 265 Hemi-powered LJ Torana. That was a long time ago, but he's decided it is time to have a bit of fun again, this time in APSA True Street racing.

His car of choice is the VN Commodore made famous by George Haddad in the early 2000s, and it is going to be a pretty serious bit of gear. A 458ci engine is being built by Bishop Engine Services in Indiana, with CID heads and intake courtesy of his brother John.

It will need to make 950hp to be competitive – we're talking mid-eights or better if Michael wants to catch Queenslander Tony O'Connor.

Michael is hoping to debut the car at the APSA finals in Sydney.

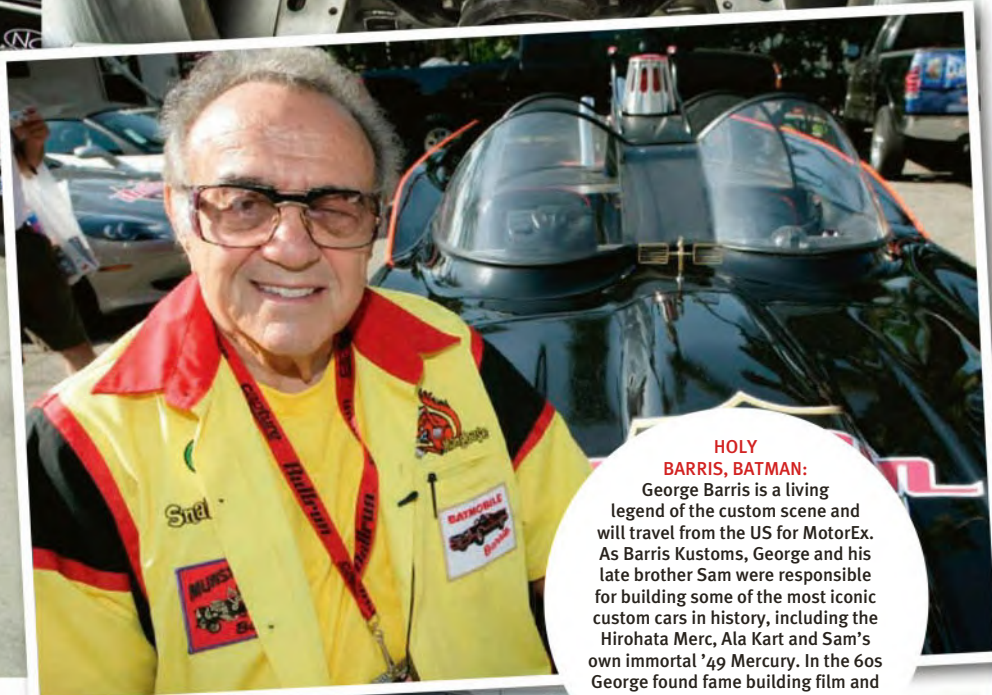


NEXT!

NEXT up we have the September issue, which means it is *Street Machine* of the Year time! We'll reveal the 16 finalists and you'll be able to vote for your favourite car and help decide who wins the famous trophy and \$20K in cash from Valvoline.

Other goodies will include coverage of the always-fun Beach Hop from New Zealand, the Aussie Muscle Car Run, and some in-depth tech on what datalogging can do for you.

The mag is on sale 20 August, so until then, keep an eye on streetmachine.com.au for daily updates. Also look us up on Instagram at: [streetmachinemag](https://www.instagram.com/streetmachinemag).



HOLY BARRIS, BATMAN:

George Barris is a living legend of the custom scene and will travel from the US for MotorEx. As Barris Kustoms, George and his late brother Sam were responsible for building some of the most iconic custom cars in history, including the Hirohata Merc, Ala Kart and Sam's own immortal '49 Mercury. In the 60s George found fame building film and TV cars such as the Batmobile, as well as rides for a long list of celebrities



ABOVE: The lads from Down Town Kustoms have been working hard to get this stunning FC ute ready to be unveiled at MotorEx. Dubbed

REFINED, it will run an LS3/156/ nine-inch combo. The ute sits on a fabricated chassis, with all-custom suspension, power rack and subtle body mods

BEST IN THE WEST

> THE WA HOT ROD & STREET MACHINE SHOW REACHES NEW HEIGHTS

A CRACKING winter weekend brought a couple of hundred cars to Claremont Showground to take part in the Hot Rod & Street Machine Spectacular on 13 and 14 June – and that was just in the car park. Inside the pavilions there were another few hundred cars, motorbikes, trikes and even a tractor on display.

That's the great thing about this show – everything is welcome. Whether it's stock, modified, big or small stuff that turns your crank, you'll probably find it here.

The two poster cars were the first things you saw as you walked through the door, and they couldn't have been more different.

Les Moran's 1932 Ford five-window coupe is an exercise in understated design. Washington Blue paint, a simple tuck-and-roll interior and black steel wheels are about as low key as you can get. But

under the bonnet is a blown flathead backed up by a quickchange diff.

On the other hand, Greg Hogan's 1969 Camaro hits you between the eyes with its searing red paint, twin throttlebody carbonfibre intake and menacing Pro Touring stance. Yet, at the same time it is another understated build, with nothing on it that doesn't need to be there. The quality of this car has to be seen to be believed.

Another car that had everyone talking was Carlo Cocciolone's 789 Chevrolet. Based on a late-model Corvette, the body incorporates styling elements of the 1957/8/9 Chevrolets and is a complete replacement for the standard unit.

That's just a small taste of what was on show. Check out these pics and captions for more West Aussie goodness.

1 We featured Jay Harrison and his EK in Young Gun a little while ago. He did a simple but very effective display

2 Greg Hogan's Camaro is one of the best examples of a Pro Touring car in the country. It was built to be fanged around a race track, but the build quality is as good as any show car

3 The 567 Chevrolet Club of WA put on a great display, with a *Frozen* theme that was a huge hit with the kids

4 Cronic Customs worked flat-out getting Matt James's '64 Compact ready in time so it could be unveiled at the show. This is another car that was originally built to do burnouts, but now it is heading to MotorEx

5 James England's stunning VK Brocky runs a 355 stroker and big-inch Corvette-style HDT rims

6 Aaron Tuana's Chrysler 300C packs a blown big-block Chev, and you guessed it, it's going to be a burnout car





NEWS FRONT

AUGUST 2015: ALL THE NEWS THAT MATTERS
STORY AIDEN TAYLOR



THE PONY CLUB

> THE MUSTANG IS COMING, BUT WHAT OTHER US MUSCLE CARS WILL WE SEE ON SALE IN OZ?

THE big three American automakers are madly rushing to fill the void that will be left by our Aussie muscle heroes when local manufacturing ends in 2017. Ford's Falcon will be the first to go in the second half of 2016, followed by Holden's Commodore one year later. By then Ford will have the new right-hand-drive IRS-equipped Mustang to take its place as the brand's local performance flagship, but GM and Chrysler's plans are still up in the air.

If those two needed more proof that Australia isn't ready to be without muscle cars, over 2000 Aussie customers have already placed their orders for the new Mustang.

The GM suits in the 'States have confirmed that a true Holden sports car will be available once local production of the Commodore and its HSV cousins end. But what that car will be is still up in the air.

The brand-new 2016 Camaro was revealed recently as the fastest and most dynamically capable muscle car ever to wear the Bowtie badge. However, where the old Camaro was based on the Commodore's Australian-developed Zeta platform, the new model adopts GM's Alpha chassis, which hasn't been engineered for right-hand drive. So the chances of the latest Camaro ever being sold officially in right-hand drive are even slimmer than before.

That leaves us with the Corvette as the most likely

candidate for a right-hand-drive Holden sports car. The current C7-generation 'Vette debuted in 2013 and is expected to be replaced in 2018 by a new model that will be ready to sell soon after Commodore production ends. While the Corvette isn't a direct replacement for the big four-door Commie, it's sure to please fans of high-horsepower rear-drivers and would turn plenty of heads. At around \$100,000 it would likely also be double the price of the Commodore or the Camaro if it were to be built in RHD. But with straight-line and cornering performance to rival the best from Porsche, the Corvette would remain a performance bargain.

Street Machine understands that Dodge is also keen to capitalise on the death of the Falcon and Commodore. Fiat Chrysler Automobiles Australia, which owns the Dodge brand locally, is currently preparing a business case with hopes of bringing the Challenger coupe into the country within the next few years. Headlining the line-up would be the 707hp Hellcat, which is capable of running the quarter in the low-11s thanks to its stonking 378ci (6.2-litre) supercharged V8 – the most powerful production car V8 in the world.

But there's a catch. Mitsubishi owns the Challenger name in Australia, which it uses for one of its big, lumbering 4x4 models, so the Challenger would be rebadged as the Charger. We wouldn't care if they named it The Flamin' Turd, just get the thing here.





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MUSCLE FACTORY

> MORE PROOF WE ARE LIVING IN A GOLDEN AGE OF THE AMERICAN MUSCLE CAR

MOPAR unveiled its new Dodge Challenger Drag Pak in June, built especially for NHRA Factory Stock competition.

The Drag Pak is a ready-to-race drag car developed by Mopar Performance, and while the new Challengers cannot be legally driven on public roads, they sure look like a blast to drive.

Under the bonnet there's a choice of two Hemi V8s, and Mopar reckons both are capable of slinging the Challenger down the quarter within the eight-second range. The cheaper \$US99,426 package features a Whipple-supercharged 354ci iron-block combo, while the atmo 427-cube motor runs an alloy block and will cost around ten grand more at \$US109,354. Mopar hasn't revealed power or torque figures for either engine, but at a guess the answer is "lots".

Both motors push power through a race-prepped 727 Torqueflite transmission, and the rear axle mounting points have been strengthened to cope with the extra grunt. The suspension and diff have also been revised, with an aluminium-centred Strange Engineering nine-inch and 40-spline gun-drilled axles putting the power

to the ground. The front suspension now also features a Mopar K-member and revised geometry, and both the front and rear sport double adjustable shocks.

Inside, the Challenger Drag Pak features a full rollcage with Sparco seats and five-point race harnesses, and the standard gauges have been replaced with a Racepak digital display. While the designers were applying the stickers (blue for supercharged, black for the atmo), the bonnet was also made easier to remove, and trailer tie-down hooks were added front and rear.

It's got all the goodies required to compete in the NHRA Sportsman class, and Mopar is confident the package will be competitive right off the bat.

But Dodge isn't alone in offering a race-ready dragster from the factory. Both Ford and Chevrolet also offer race-spec versions of their muscle coupes. Chevy sells the nine-second COPO Camaro with a range of LS motors, including an atmo 427 and blown 350, while Ford revealed its factory-developed and street-legal 600hp-plus King Cobra Mustang at SEMA earlier this year, which has run a 10.97-second quarter-mile.





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19 JUL, CLONTARF, QLD

16th Annual Corvette Classic, Pelican Park. Contact 0439 350 454.

19 JUL, EASTERN CREEK, NSW

All Ford Family Day, Sydney Dragway. Visit www.allforddaysnsw.com.

19 JUL, ROCKLEA, QLD

All American Car Show, Rocklea Showgrounds. Contact Charles 0421 089 000 or Eric 0409 055 824.

25 JUL, MAREEBA, QLD

All Ford Day, Hansen Ford, Byrnes Street. Contact Lee 0487 931 516 or Michelle 0438 153 204.

25-26 JUL, HOBART, TAS

Horse Power Spectacular 2, Princes Wharf No. 1. Contact rodnic1@bigpond.com.

25-26 JUL, HOMEBUSH, NSW

Meguiar's MotorEx 15, Sydney Olympic Park. Visit www.motorex.com.au.

26 JUL, SEVENTEEN MILE ROCKS, QLD

Centenary Rocks Carfest, Counihan Road. Contact Ashleigh 0423 917 127.

26 JUL, SOUTH WINDSOR, NSW

Windsor Hot Rod & Custom Show, Windsor Leagues

Club, corner Rifle Range Rd & George Street. Contact Lep 0412 826 539 or Jamie 0402235413.

26 JUL, TOWNSVILLE, QLD

Cyclones 10th Annual Show 'n' Shine, Strand Park. Contact Trish 0488 008 226.

26 JUL, WILLOWBANK, QLD

Mopar Sunday, Willowbank Raceway. Visit www.moparsunday.com.

31 JUL-01 AUG, ST IVES, NSW

Ku-Ring-Gai Back to the Fifties Festival, St Ives Showground. Contact Jesi 0427 913 386.

31 JUL-02 AUG, ROCKLEA, QLD

GreazeFest, Rocklea Showgrounds. Visit www.greazefest.com.au.

31 JUL-02 AUG, TOUKLEY, NSW

2015 Chrysler Wake Run, Base Camp, Canton Beach Tourist Park. Contact Graham 0409 583 680 or Julie 0409 454 734.

01 AUG, ALLIGATOR PARK, QLD

Mini Ute Muster, Melvilles Farm, Alligator Creek Road. Contact Fiona 0413 944 494 or Alan 0421 359 654.

02 AUG, CLARENDON, NSW

All Holden Day, Hawkesbury Showground, off

Racecourse Road. Contact 0414 449 275, visit www.allholdenday.com.au.

07-09 AUG, SPRINGVALE, VIC

GreazeFest Kustom Kulture Festival Melbourne, Sandown Racecourse. Visit www.greazefest.com.

08 AUG, EASTERN CREEK, NSW

Powercruise 1 Day Powerplay, Sydney Motorsport Park. Contact 0407 172 413.

08 AUG, IPSWICH/FERNVALE, QLD

Goin' Country 2015, Meet at Queens Park, Ipswich. Contact Graeme 0408 816 454.

09 AUG, CAIRNS, QLD

Cairns Swap Meet, Car, Bike & Truck Show, Cairns Showground. Contact James 0417 451 676 or Stuart 0448 674 395.

09 AUG, ENGADINE, NSW

Shifters Hot Rod Club Annual Car Show & Swap Meet, Copper St Reserve. Contact Bob 0433 945 350.

16 AUG, BENDIGO, VIC

Central Victorian All Holden Day, Bendigo Showgrounds. Contact 0435 532 664.

16 AUG, EASTERN CREEK, NSW

Shannons Sydney Classic Car Show, Sydney Motorsport Park. Visit www.councilofmotorclubs.org.au.

16 AUG, IPSWICH, QLD

Just Rock Ipswich Back to '63 Classic Car Show 'n' Shine, North Ipswich Park. Contact Russell 0422 574 468.

16 AUG, MAITLAND, NSW

Maitland Motor Fest, Maitland Showground. Contact Bruce 0415 580 425.

16 AUG, MALENY, QLD

Maleny Classics Annual Show 'n' Shine, Witta Recreational Club. Contact Debs 0417 727 167.

16 AUG, NAMBOUR, QLD

Sunshine Coast PCYC Motoring Jamboree, Sunshine Coast Police Citizens Youth Club. Contact Marty (07) 5441 2915.

23 AUG, BERKSHIRE PARK, NSW

Berkshire Park Motor Show, Berkshire Park Oval. Contact 0414 766 543.

23 AUG, SILVERWATER, NSW

EH Car Club of NSW Show 'n' Shine, Silverwater Park. Contact Michelle 0478 599 729 or Mitchell 0447 420 498.

23 AUG, TAREE, NSW

Mid Coast Old Holdens All GM Day, Market Square Park, Cundletown. Contact Sue 0497 230 676.

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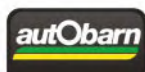
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ABOVE: Ray's HK Monaro GTS looked so sharp he was worried about people stealing it, so he bought an HK Kinger for daily duties. "One time I asked [Hard-Ons vocalist/guitarist] Blackie to drive my Monaro so I could drive behind him and see what my car looked like on the road. He told me to f--k off!"



RAY AHN

> SYDNEY

BASS player for long-running Aussie punk legends The Hard-Ons, Ray Ahn still drives his equipment to gigs in his trusty old HR Holden ute.

Holdens loom large in Ray's life – when he came to Australia from his native Korea, aged nine, the first car he stepped into was a two-door LJ Torana, the second a white HK Monaro GTS that belonged to a friend of his dad's. "Those cars made a big impression on me," Ray says. "One of the big differences between Australia and Korea was how cool the cars were here."

What was your first car?

An HK Monaro GTS – 5.0-litre, 307 Chevrolet motor. I had the motor rebuilt and a bigger camshaft put in. It was a good car but when you get a two-and-a-half-inch exhaust, extractors and a big camshaft and everything, you really draw attention to yourself. Everyone wanted to either talk about my car or steal it. I didn't feel good

about leaving it parked anywhere, so I got an HK Kingswood as well. I would drive the HK everywhere and only take the Monaro out on special occasions.

You've got an HR ute now, though.

The ute was bought for the sole purpose of taking gear to gigs. The HK Kingswood was having trouble passing rego, so I sold it. I got the ute for \$1200 from a boat builder on Parramatta Road. I knew it had rust in it, but it was a good price and it drove so well.

I took it to a guy called Jason Brown, who is the brother of Shane who used to run The Hard-Ons' fan club. Jason replaced massive amounts of metal in the floorpan, the sills, the doors, the front guards.

One day I was coming back to my car at the shops and saw the old guy I bought it off putting a note on my windscreen. He wrote that when he watched me drive away in his car he was afraid that this Asian prick was going to put fatties on it, lower it, put in a modern stereo and play black

music. But when he saw I'd taken all the rust out and replaced it with metal and original paint, he wrote: "Today has been the best day of my life." A bit of an exaggeration, but that's how much it meant to him.

When did you put the RB30 in it?

[The red motor] started playing up and needed a full rebuild anyway, which is reasonably expensive. So I ran into Jason Brown and he said: "Oh, there's a VL Commodore at my work, you can have the running gear, I'll just put it in for ya." It cost me my entire Hard-Ons original artwork archive.

The Hard-Ons played Chopped in 2013 – how was that?

I used to think there was no common ground between music fans and car fans. Chopped changed that opinion; the people there were obviously into cars and also into underground music. I looked into the crowd and saw a sea of women with Bettie Page haircuts going crazy. It was really cool. 🍻

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LEGEND

STORY & PHOTOS PETER BATEMAN



METAL GURU

WE TALK TO MARK NATOLI, THE METAL MAESTRO
BEHIND MUCH OF THE PANEL WORK ON THE AMAZING
CARS IN *MAD MAX: FURY ROAD*





01



03



02



04



05

IF YOU'RE about to go see *Mad Max: Fury Road* – and why wouldn't you? – make sure you stick around for the credits. Keep an eye out for one in particular: 'Head Panel Maker/Foreman: Mark Natoli'. An Aussie who has spent his life around cars, Mark is a metal magician whose skills were honed at TAFE and put to the test in the serious business of silver-screen make-believe. We visited his HQ in Sydney, Natoli Panel Creations, to find out more.

How did it all start for you?

I began my working life in the motor trade in 1975, as a 15-year-old apprentice mechanic at Nash Holden in Lakemba in Sydney. I progressed to the paint shop, so I learnt that trade as well.

Eventually I left the day-to-day grind of the workshop to buy a lawn-mowing business with my brother Paul, which allowed me the time to do further study at TAFE. I honed my skills and learnt advanced metalcraft, fibreglass techniques, as well as trimming, vintage restoration and reinforced plastic fabrication. That's how I picked up my third trade in panel beating.

Around 1989 my wife Karyn and I set up shop as Vintage Panel Craft, making the parts needed to keep old vehicles alive. We fabricated panels for vintage and classic cars – even panels for Cyclops pedal cars.

Any favourite projects from that time?

I was approached to have a look at an old racing car. "Just needs some repair work on a few aluminium panels," the owner said. It turned out that the car happened to be the ex-Jim Russell T45 Cooper Climax F2 car.

The owner and I researched its racing history by reading magazines and books of the period. The replacement panels were made by referring to old photographs that showed the Cooper in its original trim.

The car now races in Europe; a couple of years ago I took time off and went to the Goodwood Revival to watch it race. That's a project I'm really proud of.

ALL OF THE VEHICLES IN *FURY ROAD* WERE HANDMADE AND HAD TO WORK. THE ENGINEERING WAS INTENSE; THESE WERE FULL-SIZE, FULL-METAL VEHICLES

01: Mark at work with his Australian-made John Heine & Son English wheel, which he sourced from old-school craftsman Jack Prigg

02: Another of Mark's prized John Heine & Son tools, a 60C throatless shear

03: An autographed door skin, one of many Mark made for the *The Matrix Reloaded* 'folding car' scene

04: Here's Mark at the Goodwood Revival with the T45 Cooper Climax he worked

on. Left to right: The T45's owner Scotty Taylor, legendary motor racing commentator Murray Walker, Mark

05: Mementos and cast-offs from *Fury Road*, as well as the original Austin 7 boat-tail shell that Mark is restoring. The steering wheels, exhausts and skull were hydroformed – just one of the many skills Mark has mastered

RIGHT: The modified Interceptor and The Nux Car; just two of the 150 vehicles built for *Fury Road*



INTERCEPTOR



THE NUX CAR



So how did you get into the world of film?

Karyn and I had taken a holiday and went on a cruise, and Karyn met up with a fellow cruiser who had connections with the film industry. I was given a number to call at Fox Studios, and eventually I received a call to help out for a few days on a small job. The few days became seven months – the film was *The Matrix Reloaded*. Remember the folding car bit? I did the panel work on that scene. I also worked on the third movie *Matrix Revolutions*.

And *Mad Max*?

While I was working on the *Matrix* films I received a call to work in Namibia on *Mad Max: Fury Road*. You beaut, I thought, and proceeded to pack a container with all the tools and the gear I'd need. The container was shipped and on the night before I was due to fly out I got a call saying there'd been a postponement and I would have to stay put in Sydney. That was a very sobering moment.

But while I was waiting for that to start up again, I got some more film work – *Stealth*, *Superman Returns*, Baz Luhrmann's *Australia*, *Wolverine*, followed by *The Great Gatsby*.


I was particularly pleased with my work on *Gatsby*. [quotes *Gatsby's* line from the film] "It's pretty isn't it, old sport? It's all a custom job. Supercharged engine!" Those spare wheel covers on the Duesenberg in that film came from my experience in hydroforming, and the rear trunk was made specially. The original is now a toolbox in my shed!

RIGHT NOW I HAVE A MORE PERSONAL PROJECT KEEPING ME FOCUSED. I'M BUILDING MY DREAM CAR

After *Gatsby*, it was back to *Fury Road*. At Villawood in Sydney we had a skilled team of about 150 at a huge production facility. All of the vehicles in the film were handmade and had to work. The engineering was intense; these were full-size, full-metal vehicles. The Gigahorse, the War Rig, the Interceptor – they all had to tough it out and perform like stars.

Once the cars were ready they were packed into containers and everyone was off to Namibia for the hardcore action shots and amazing stunts. They were all done the honest way – real jumps, real stunt drivers.

What do you have on the go at the moment?

Right now I have a more personal project keeping me focused. I'm building my dream car. I call it SYZGY; it's a modern twist on a 30s-styled custom. It's a four-seater roadster, and sits on a '48 Jaguar chassis with an XJS front end. It's got an L98 alloy motor running through a six-speed auto to a Jag rear end. It'll have climate-controlled air, power steering, fast glass, tilt front. Oh, and suicide doors and a Carson top! 

MAIN: Here's Mark's current project, a 30s-styled custom called SYZGY. The steel framework already in place gives you a good idea of what the finished body will look like

06: Mark covers SYZGY's rolled tube frame with paper, stretching it taut over the area he wants to form and securing it with tape. He then has a pattern to work from to cut the flat 1.6mm aluminium sheet to size. By inverting the paper, he has a pattern for the opposite guard

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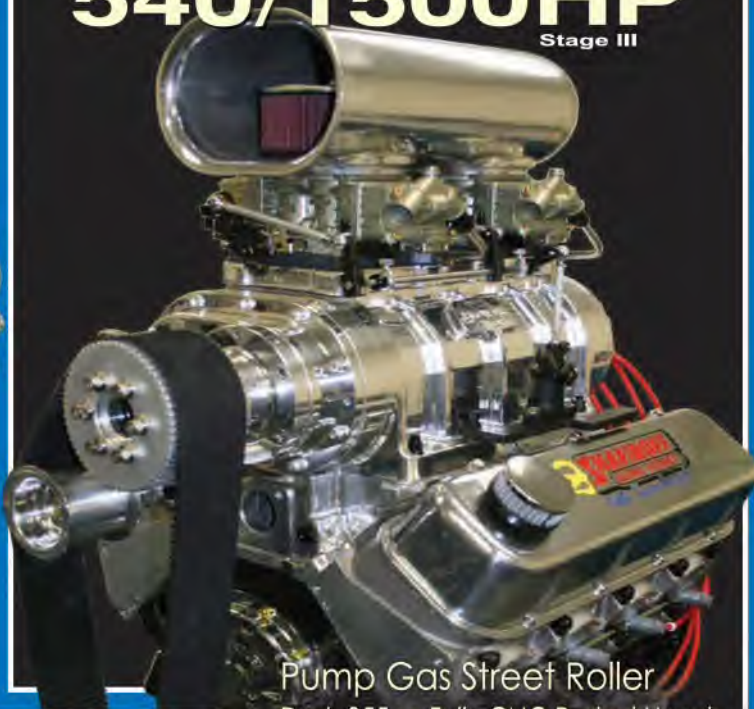
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SNAP SHOTS

STORY SIMON MAJOR PHOTOS STUART MILLER

JIM WATSON

> KEDRON, BRISBANE

JIM Watson was one of the new breed of 1980s racers. He caught the drag racing bug while still in short pants, watching the action at the old Surfers strip, before the focus shifted to Willowbank, where he and his mates came of age and raced their own cars. An ardent fan of Super Stock and Super Gas, Jim has returned to the fold with plans to fulfil his dream and race at that level.

> **01:** A MALVERN Star dragster was a hot-ticket item in the mid-70s and nine-year-old Jim scored this gleaming red version for Christmas. "It had all the fruit – whitewalls, sissy bar and a three-speed shifter, not to mention a rack on the front," he laughs. "I rode the arse out of it and it was the first thing I ever modified. A few years later the BMX craze kicked off, so I converted it with a single seat, one-speed rear hub and BMX handlebars to tide me over until I scored the real thing. I had permanent sores on my inner ankles from catching on the cotter pins, or those pins would just snap without warning. But it was always on the power stroke so you'd nut yourself too!"

> **02:** JIM followed his heart with this replica LJ XU-1 Torana. "It went pretty hard, with a 202 and triple Dellorto carbs backed by a four-speed and 3.9 gears," he says. "In typical apprentice mechanic fashion we'd pull burnouts after college; those tyres were as hard as rocks but left decent marks. It was actually stolen from the college car park; I walked out to find a red LC in its place, but luckily spotted mine that afternoon at a local shopping centre. Years later I was talking to a workmate who told me how his LC was stolen and found at the same college back in the 80s – yep, the same crook dumped his and stole mine!"

> **03:** THAT theft left Jim disheartened. "I did a partial rebuild on it and hotted up the engine some more, but could never trust leaving it anywhere," he says. "I kept getting done by the police, too, so pretty much parked it up before selling it in the late-80s. I replaced it with this dead-stock, six-cylinder HQ sedan, which I fitted with moonies and eventually slammed super-low. It still could smoke a tyre. Even if it was on dirt!"

> **04:** ONE of Jim's favourite cars; this HQ sedan was bought as a turn-key 13-second streeter in 1989. "It was your typical hottie for that era and ran a 327, Turbo 350 and nine-inch combo," Jim says. "I rebuilt it twice, added a tunnel ram and eventually ran low 12s before returning it to street use. I was even arrested for street racing," he laughs. The Q was sold in the mid-90s. How period-tough does it look with the letterbox scoop and Indys?

> **05:** THIS ZF Fairlane was Jim's daily and tow car for the blue HQ. "We'd drag it for fun if the Quey was out of action, and here's my sister Christine racing in the Powder Puff class in the early 90s. Her 16.9 ET was three-tenths quicker than me!" he laughs. The lazy cruiser ran 302 Clevo power, but parted out in 1992.



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> **06:** THIS HT Kingswood held the B/Street record for many years with its original owner, Peter Michaels. Jim's friend Steve McCarthy bought it as a roller from Peter and fitted a wild 253 and Top Loader. "That 253 was like nothing you'd ever seen before," Jim remembers. "It ran low 12s as a DY0 racer on an eight-inch slick, but struggled to get out of the hole with the 253's lack of torque." Steve eventually fitted a methanol 308, dropping him into the 11.50s.

> **07:** JIM'S mate Stuart Miller still owns this EH and has been racing it at Willowbank for nearly 30 years. "He bought it at 16 and has been messing around with it ever since," Jim says. "He always toyed with six-cylinder combos and ran as quick as 13.24. It was nothing for Stuart to slap together an engine overnight just so he could cruise to the coast with us the next day; he fitted a huge roller cam for one trip and it just sounded so awesome pulling gears on the highway. Stuart's a real character; he had an ex-army EJ ute that he'd drive completely from the passenger side just to give us a giggle."

> **08:** JIM'S best mate Andrew Brass has owned a string of tough cars; one of the best was this gold LX Hatch. "He bought it in the mid-90s as a proven 10-second car using a shot of gas, but the 383 small-block still ran 11s naturally aspirated," Jim says. "It was feared on the street and so inconspicuous with its high stance and quiet exhaust. He kept it for a few years before moving it on to dabble with a stout XW Falcon."

> **09:** JIM'S current project is this '80 Camaro, which he's looking to race in Super Gas. "I bought it in 2012; it runs a 383 small-block backed by a Powerglide and 12-bolt diff," he says. "I wasn't looking for a race car but couldn't pass it up for the price; it was worth it in parts alone. Plus it just sounded so awesome! I reckon it did a zillion passes in the US and was pretty worn out, so I've just been plugging away getting it back up to spec." 🛠️



05



06



07



08



09



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BREAKDOWN

VEHICLES: 1934 Ford three-window coupe, 1957 Plymouth Belvedere, 1951 Ford Twin Spinner, 1955 Mercury Montclair, 1951 Mercury coupe, 1957 Chevrolet Bel Air, 1964 Checker Marathon

STARS: Martin Sheen, Vic Morrow, Michelle Phillips, Nick Nolte, Stuart Margolin, Joe Estevez, Gary Morgan

DIRECTOR: Richard T Heffron

CAR ACTION: High-speed running on dangerous curves by all manner of thin-tyred, high-riding Yankee iron. Plenty of hard-paced hot rod action is a highlight

PLOT: A hot-rodding stranger arrives in a small town to investigate the suspicious death of his brother in a road accident. He makes waves with the local sheriff, who he believes is responsible for a spate of similar incidents

T'S 1958 and Michael McCord (Sheen) is a young hot rodder devastated by the death of his brother, Don (Estevez – yes, Sheen Sr also has an acting Estevez sibling) in a car crash.

He rolls into the sleepy town of Clarksburg in his souped-up '34 Ford coupe, *The California Kid*, drawing the attention of the town sheriff, Roy Childress (Morrow).

McCord is there to poke around as he suspects foul play, believing Don's crash is linked to a number of similar deaths on the same stretch of road.

His suspicions point squarely at Sheriff Roy and his hotted-up Plymouth Fury – Roy has a known hatred for speeders following the death of his wife and young child in a hit-and-run incident. But could a man of the law be capable of pushing unsuspecting motorists to their deaths?

The '34 Ford cops a serious workout as McCord tests and tweaks his skills behind the wheel, becoming a hit with local hot rodgers. He is befriended by brothers Buzz (Nolte) and Lyle (Morgan), who try and help him make sense of the sheriff's strange behaviour.

Diner chick Maggie (Phillips) tries her best to crack McCord's tough exterior, but he is quiet, calculating and focused on only one thing: justice.

When young Lyle falls victim to Sheriff Roy's evil ways, McCord baits the sheriff into a final showdown – a literal race to the death.


The finale is short but action-packed and when the sheriff fails to execute his signature move, you know

the tables have turned on who rules this winding mountain road.

Sheen and Nolte cut their teeth on action flicks like this and their performances are spot-on; both actors, of course, forged ahead to establish stellar big-screen careers.

But the real star of the show is undoubtedly *The California Kid* '34 coupe. It is quite possibly the ultimate hot rod, and though its black-with-flames paint looks evil, it just proves that goodness comes in many forms.

VERDICT: 3/5

THE California Kid is unashamedly touted as a made-for-TV movie, but that does little to reduce its basic appeal and easy viewing. Sure, it has its flaws, and there is minimal dialogue, but to be honest there's not a lot that needs to be said when you have the sound of a cogger-equipped V8 hot rod rowing through the gears! 



COOL FLICK FACT: *The California Kid* Ford coupe was built by Pete Chapouris of Pete & Jake's fame.

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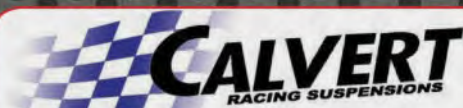
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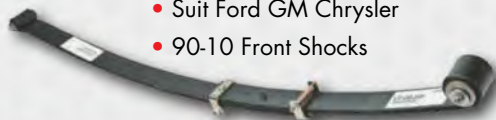
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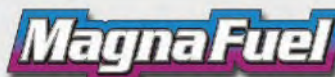


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> LETTER OF THE MONTH

A REAL GEM

DID someone say Gemini, 40th anniversary? Here is a photo of my Gem while I was an apprentice truck mechanic in 1992. It ended up with a gloss-black bonnet and the centre of the front bumper cut out, like a Torry of the time.

I bought three good second-hand running engines from a wrecker in Sydney. For \$200 I would pop the engine out of a wrecked Gem complete with clutch, plus steal as many other parts as the owner of the yard would expect me to steal. I never saw it like that at the time; I felt like *James Bond* dismantling a nuclear weapon in Russia and smuggling the contents past lazy border guards (wreckers' yard lunch room).

So for \$200, which happened to be 28 bucks less than my apprenticeship wage of that week, I got myself a useable engine with seven days' warranty, clutch, engine mounts, earth cable, battery cable, fuse box, heater hoses, bonnet cable, door handles and sometimes even a headlight or blinker. Wreckers were a great place for very cheap, useable second-hand parts.

That Gem got caned and flogged every time I sat in the seat. I never put a single dent on the bodywork, but underneath was as bent as a Pauline Hanson fetish.

Redmond, email



COLOUR ME BAD

I CARE about the mag, and you might harm your credibility if you do more articles like the one on the ColorSpec rattle-can paintjob (SM, Jul '15). That surely should have been marked as an advertisement – most of the main text sounded like reprinted publicity material with a bit of nonsense inserted. Either way it was well below the usual quality of normal tech columns; readers could have learned just as much reading the brochure or website.

I've long felt that regular product tests, fitment and project builds are what *SM* needs more of, but a touch of finesse plugging suppliers and donated product makes all the difference.

Mike, email

SMOKE SCREEN

JUST had an idea. Not sure if it's been done or if it's worth thinking about, but with the burnouts these days and the cars having so much power, it's hard to even see the cars through the smoke.

You don't get to see these awesome machines and the skills of their drivers. I thought a few industrial fans on the side of the pit might be enough to clear the air. Hopefully I'll hear back from you on whether it's a shit idea or not.

Simon Dowsett, email



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> DEPARTMENT OF YOUTH

VALIANT EFFORT

HERE is another of my illustrations, a VH Valiant Charger. It's a commissioned piece, done for the owner, who is building the car at the moment. It wears Green-Go paint, a strobed 340 stripe, a twin-snorkel scoop with strobe graphics, and rolls on Mopar Rallye wheels. The interior is R/T Charger, stitched in green to match the strobe. It's due to be finished mid-2016!

See more at my Facebook page: www.facebook.com/AidansDesignandIllustration.

Aidan Donald, 15, email



JUST PEACHY

LOVING the July issue, guys! The red HG is sweet, the red LX takes me back and the C10 is nuts! I even like the bit on Geminis; I had a couple as dailies when I was a young bloke – just chop the springs in half and they handled better than most cars on the road (back then anyway). I thought I was Peter Brock!

The Peachman, email

RAINBOW WARRIOR

A FRIEND of mine sent me a photo of an XY Falcon that you did an article on, which if memory serves was titled Hand Grenade. The car was called The Rainbow. Can you tell me what issue it's from? My friend is in the middle of rebuilding it from scratch

Charlie, email

HEY Charlie, the car was featured in the Sep '88 magazine. Tell your mate to keep us posted with the results!

WHERE DART THOU?

WHAT happened with the Dodge Dart competition?

Garth Bassett, Facebook

THE Dart winner was announced in the March issue. We'll have the hand-over story and video ready soon!

MODEL SEARCH

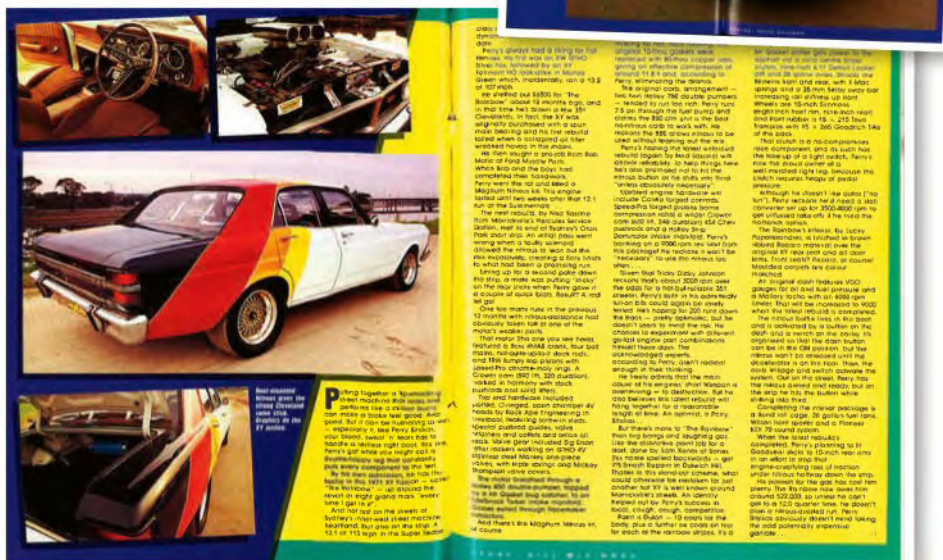
I WAS wondering if you knew of anyone in Australia (or worldwide) that can do customised scale-model cars to order? I am looking specifically for an LH Torana Plus 4 with some modifications.

This is for a Christmas gift for my partner, but finding this particular model (standard) has proven difficult.

After having his car stolen and fighting hard to get it back only for it to be returned as an empty shell (they even took the battery mounts!), I'd love to give him a little inspiration to get back to fixing her to her former glory.

Jessica Salloway, email

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> IN YOUR FACEBOOK

👍 TOUGH BREAK

SHAWN Karn was all set for a big performance in his KARNGE Commodore at the recent Sydney Brashernats, but it all went pear-shaped as he went for a big tip-in but ended up connecting with the wall. It seems water on the pad may have been a contributing factor, but either way, when we posted video of the incident on our Facebook page it certainly got people talking.

Greg Brewer – Bound to happen, only a matter of time before someone gets hurt trying to do a big tip-in to wow the crowd.

Thinh Nguyen – Flexes his ego and gets rewarded.

Juan Avendano – Wow, all that preparation, endless nights and effort for two seconds of joy.

Grant Aspergers-Dad Pearson – More money than sense.

Brett Morgan – Actually mate the car was built over a five-year period and has had a lot of time and effort put into it. It's not about the money that was put into it. We know what we are getting into when we hit the pad, just like Top Fuelers know that once their \$200,000 race car is on the strip it could be destroyed in a matter of seconds. It's not about having more money than sense; he's just an average bloke chasing a dream.

Shane Lucas – Just because you can afford to build a car doesn't mean you know how to drive a car!

Dane Hagstrom – Are you kidding? Take a closer look. You will notice a run of water across the entry to the pad from a leaking water barrier. 400+ blown cubes hitting that at 7000rpm was never going to end well. Note that the water barriers were moved immediately after this.

Al Shuttleworth – Would like to see all the supposed experts' cars and a list of burnout comps they have been in. It's easy to bag everyone behind their keyboards, especially after old mate's just bent

up a \$100K-plus car. To all the experts: Hope to see you clowns at the next comp so we can see your cars and driving skills.

Mathew Rolet – Too right! These guys are nuts and have tons have skill.

Garry Sprake – Agreed, I feel for folks banging up their rides, but they already know it could happen to them.

Glenn Ralfy McPherson – That's how the game is, damage is a second away. I couldn't risk damaging my car doing this, so I don't do it.

Al Shuttleworth – That's true. It's always a chance things can go bad; that's the risk we take. But for people who have never competed in a comp, have never owned a car like this and never gone through what we do to skid, to sit there and bag us about what happens is just pathetic.

Shawn Karn – Thanks Alan, well said. If I didn't hit that water it would have been a big tip-in.

Marko Grainger – Plastic front, plastic back – put that engine in a real steel car, dopey!

George Cupac – It's because he had Ford rims on a Holden. Too much traction LOL!

Steven Bruzz – That's what I was thinking; probably running a nine-inch.

Kaitlin Ellen Louth – I would love to see you go out on the pad in a 1000hp skid car mate.

Chris Tuffaz Barter – Shawn Karn is a bloody good driver; everyone has bad days.

Corey Davis – Feel so sorry for this bloke and a lot of other people that crashed on the day or had engines break. But that's a part of the sport. Hope to see it back out ripping skids soon!

Naomi Potter – Ouch, that's sad to watch; I really feel for him. That's a mint car. I'm sure it'll be back better than ever.

Shawn Karn – Thanks guys for the support. I will be back.

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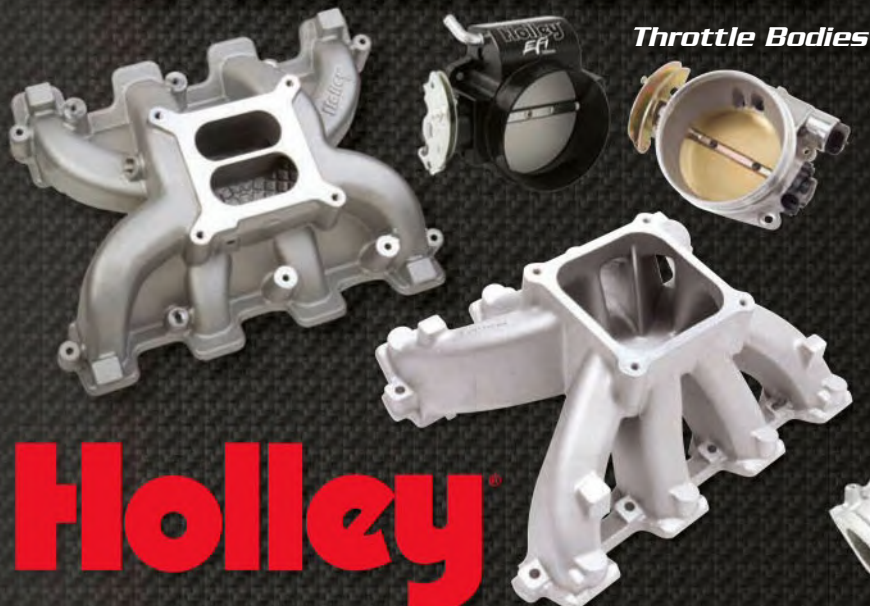
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A purple Chevrolet Camaro is shown from the front-left, driving on a paved road that stretches into the distance. The background features a sunset sky with orange and yellow clouds, and a blurred landscape with trees and hills. The car's headlights and front grille are visible.

TWIST *and* SHOUT

STORY SIMON MAJOR PHOTOS CHRIS THOROGOOD

DON'T LET THE COLOUR FOOL YOU – GREG TRAPNELL'S WHEELSTANDING HQ MEGA-STREETER IS NO SHRINKING VIOLET, AS SOME UNSUSPECTING YANKS ARE ABOUT TO DISCOVER



ENGINE: The current 582-cube big-block is based around a Chevy Bowtie block and runs Kinsler mechanical injection converted to run on E85. "It makes the car more streetable," Greg says. "There's less emissions dramas than methanol and it greatly improves the fuel economy, without compromising the ability to make decent horsepower." The engine bay is crammed full of Medusa-style braided hose, all necessary to service the externally driven fuel and oil pump systems

YOU'VE been living on Mars or in the Bermuda Triangle – those are the only acceptable reasons to not recognise this Monaro. It has been the subject of more memes, wild photos and video action than any other car I can think of, which comes down to two solid factors – owner Greg Trapnell's 'spirited' driving style and the fact that it looks so wild, twisting and contorting like it's feeding off all the punishment.

It's sure to earn both Greg and the Monaro a solid reputation Stateside. That's right, as you read this, the HQ is on a slow boat to the US to tackle the Yanks at *Hot Rod* magazine's Drag Week.

The Trapnell name is well known in hot car circles, with both Greg and brother Geoff piloting a number of tough street-and-strip cars. "I bought this HQ about 16 years ago," Greg says. "It was a rolling shell with mini-tubs and chassis connectors. It raced at Surfers back in the day with a stout 350."

It's a genuine GTS by the numbers, but as its cherry was long ago popped, Greg forged ahead to build the coupe he'd always wanted. A larger set of tubs were fitted along with a full 'cage, while the body received a gentle pumping of the rear arches. Queens Road Smash Repairs coated the beautiful Q curves in a custom purple hue, which 15 years on still looks the goods. A fibreglass bonnet with reverse-cowl has been the only recent change; however the scoop really doesn't hide much and can expect nothing more than a certificate for trying.

The first of many engine combos was a 402ci big-block Chev, which graduated from a single carb to duals on a sheet-metal tunnel ram, pushing the big coupe to an 11.40 best.

"We then switched to a 500-cube," explains Geoff, owner of Trapnell Race Engines and chief spannerman on Greg's Monaro. "We toyed with a few different intake combinations, which dropped ETs into the mid-10s – remembering this was 12-odd years ago – before going the mechanical injection route with methanol."

To that end, the brothers switched to a 510ci combo with Crower injection, which saw the HQ run a best of 9.20@143mph. But there was more to come.

"Next up was a 632-cube combo with an Enderle injector hat, which was good for 8.80@149mph," Greg says. "It stayed in the car up until only a few years ago – the converter let go mid-track and did a heap of engine damage, so yeah, it needs some work."

With Greg keen to put more streetability back into the car and the boys eager to have a chop at Drag Week, Geoff built the current 582ci engine.

A Chevy Bowtie block houses a Lunati forged 4340 crank and Oliver billet conrods topped with JE pistons, while a Comp solid-roller camshaft and Jesel belt drive round out the short motor assembly. Crower lifters and Trend pushrods send the action north to Jesel shaft-mount rockers actuating titanium valves and Pac springs. These are nestled in a pair of Dart Big Chief alloy

AS YOU READ THIS, THE HQ IS ON A SLOW BOAT TO THE USA TO TACKLE THE YANKS AT *HOT ROD* MAGAZINE'S DRAG WEEK



heads, and a Kinsler mechanical injection system was added.

"We've dropped the methanol and run this engine on E85," Geoff says. "It makes the car more streetable; we can legally meet emissions and improve fuel economy – which is vital for Drag Week – and still make decent power, so it is a win-win."

A rear-mounted Mallory electric fuel pump primes the Kinsler mechanical pump nestled up front, while the external Barnes two-stage oil pump feeds from a modified wet sump.

A set of custom four-into-one headers are now in their 16th year of service and feature 2.25-inch primary pipes feeding into a twin four-inch system with 3.5-inch tailpipes.

A big-core Asco alloy radiator was fitted to help compensate for the loss of the cooler-running methanol, while a brace of MSD ignition hardware handles the spark.

"The engine cranked out 1000hp recently on an engine dyno and we have a 200-shot of gas plumbed in for starters," Geoff says. "If we can run nines before using the gas we'll be happy.

Greg's just as hands-on with the engines as I am and is a gun fabricator too. Plus he's a concreter by trade so is the best bloke to call on to grout-fill a block!"

A full-manual Turbo 400 transmission contains all the right hardware and is fronted by a TCE 5500 converter, while the 4.11 gears in the Strange-equipped nine-inch were swapped out for 3.7s in preparation for the upcoming US road miles.

The brakes scored an upgrade, with Commodore discs and twin-piston calipers adapted to the front by Greg's dad, Rob, while stock Ford drums are retained at the rear.

Lovells springs and Calvert adjustable shocks were chosen for the dampening, with the business end using boxed trailing arms. It's fair to say the Monaro's rear suspension cops a serious hiding. "No question," Greg says. "We give the car a thorough check during and after each meet to make sure everything is intact. The aggressive launches, NOS, drifts and power skids have broken their fair share of parts in the rear end."

THE ENGINE CRANKED OUT 1000HP RECENTLY ON AN ENGINE DYN0 AND WE HAVE A 200-SHOT OF GAS PLUMBED IN. IF WE CAN RUN NINES BEFORE USING THE GAS WE'LL BE HAPPY





MAIN: Sunday drives in the country are far more enjoyable with 1000hp on tap. The HQ is no stranger to pulling a combination of wheels off the ground, and Greg's antics at the drags and Powercruise have seen it attract attention worldwide. Its twisted launches take automotive contortion to a new level, but can be toned right back by simply reattaching the rear stabiliser bar. "It sounds crazy, but whether the bar is attached or not makes no difference to its ETs," Greg says



**GREG TRAPNELL
HOLDEN HQ MONARO**
Colour: Custom Purple

DONK

Make: Chevrolet 582ci
Block: Bowtie
Crank: Lunati forged
Rods: Oliver
Pistons: JE
Camshaft: Comp solid-roller
Intake: Kinsler mechanical injection
Heads: Dart Big Chief alloy
Lifters: Crower
Ignition: MSD
Exhaust: Custom extractors, twin 4in system

SHIFT

Gearbox: Turbo 400, full-manual
Converter: TCE 5500rpm
Diff: Nine-inch, 3.7 gears, 35-spline axles, Strange centre

BENEATH

Front: Holden wishbone, Lovells springs
Rear: Holden four-link, boxed trailing arms, adjustable upper arms
Shocks: Calvert (f & r)
Brakes: Holden discs (f), Ford drums (r)

ROLLING STOCK

Rims: Center Line Convo Pro; 15x3.5 (f), 15x10 (r)
Tyres: Hoosier 28x4.5 (f), M/T Street 315/60 (r)



THANKS

Geoff Trapnell, Trapnell Race Engines; Rob Trapnell; Adrian Wilkinson; Andrew Jackson, electrical work; Darren, Protrac Suspension; Aaron, TFA Fabrications; Brian Jensen for the motivation to attend Drag Week; 417 Motorsports for housing the car in the US until we get there; my family and all of our mates; the kids Baden, Cody and Jorja for always helping

WE RUN THIS ENGINE ON E85. IT MAKES THE CAR MORE STREETABLE; WE CAN LEGALLY MEET EMISSIONS AND IMPROVE FUEL ECONOMY, WHICH IS VITAL FOR DRAG WEEK

Center Line Convo Pros are fitted at each corner, measuring 15x3.5 at the pointy end and 15x10 for the rear, shod in a combination of Hoosier front runners and M/T Street Radials.

The interior was revamped by Shane from Image Trimming, who re-covered the mystery-brand front buckets and factory rear seat in black vinyl, with carbonfibre highlights incorporated for the surrounding surfaces. A host of additional gauges play their vital roles in and around the GTS dash, while the original, trusty Hurst Pro Ratchet shifter has been kept front and centre.

So it's the calm before the storm for the Brothers Trapnell, who head to the US in September to meet with the car at Indianapolis, where hopefully all will be well.


"It's pretty nerve-wracking," Greg admits. "We ran out of time to give it one last test at Willowbank so hope everything goes smooth. Then there's the car being unpacked and shipped east without us to keep an eye on things; that's another worry. I've never spent so much time away from any of my cars; I guess I'll just have to learn how to let go!" 



PHOTO: LUKE WHITEHEAD

INTERIOR: The standard GTS dash has been retained and has been filled – and surrounded – with additional gauges to monitor the engine's vitals. The interior re-trim is based around a stock theme, but incorporates carbonfibre detailing to complement the race-ready rollcage and accessories. The Hurst Pro Ratchet shifter has been in the car since day dot and has achieved status as a good luck charm

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STORY BORIS VISKOVIĆ PHOTOS MITCH HEMMING

**MICK LEAR MIGHT CALL HIS '53 MAINLINE 'OLD SKOOL',
BUT THERE'S A LOT OF NEW STUFF IN THIS OLD GIRL**





WE LOVE our utes here in Australia. They've been a part of our motoring scene since 1934 and a favourite choice of street machiners for many years, and if anything, their popularity is increasing. Maybe it's because we like to think we have a connection to the land or some kind of manual trade, or maybe we just don't like having too many passengers. Whatever the reason, we're just happy people keep building them, especially when they're as nicely done as Mick Lear's '53 Ford Mainline.

Notice I didn't call it a Mainline ute? No need, because back in the early 50s, Ford Australia used the Mainline name to denote a ute, while Customline was the four-door sedan version. In the US they also used the Mainline name, but it was for the lower-spec or more utilitarian models, so I guess it makes sense that they used it on the utes over here.

Of course, you couldn't call this Mainline anything but top-of-the-line. Air suspension, tubular IFS, four-wheel discs, power steering, air conditioning, killer stereo, full leather interior – this car has the lot. But that wasn't always the case.

"The car was sold new to the local postmaster in Gympie, Queensland," Mick says. "He used it until he retired in 1978, and then it was parked in a shed and remained there until 2002. I gave it a bit of a makeover; I removed the motor and running gear, and replaced it with

a 302 and running gear out of a wrecked XB. A bit of panel work, some wheels and a lick of Ford Blood Orange, and then I used it for a while as a Sunday driver."

The ute served Mick well for around 10 years. Plenty of people loved the car and it would always draw attention, but in January 2014 he decided to give it a bit of a birthday and take it to Summernats 28, which meant he had less than 12 months to completely re-engineer and rebuild the car to an elite level.

"It was a pretty mad journey for the 12 months from when we decided to do it," Mick confirms. "I guess I took a three-year job and condensed it down into a 12-month job. Oz Rods were the main builders; they did all the fabrication and panel and paint, and put thousands of hours into getting it ready.

"We were overwhelmed by the response we got from the people at Summernats," he continues, "but we also learnt a few things down there, so when we got back we spent a few more months on it, rectifying a few bits and pieces. It's now a finished product."

Obviously those tweaks have helped, as the awards have kept rolling in. Following a High Impact Award and third place in PPG Supreme at Summernats, the Mainline has also taken home Second Top Ute at the Queensland Hot Rod Show, a Top 10 and Sponsor's Choice at the Mackay Hot Rod Show, People's Choice at Cooly Rocks On, and to top it all off, an invite to Meguiar's MotorEx.

THE MOTOR NEEDED TO BE TOUGH; I WANTED TO GET A HARD-ON EVERY TIME I PUMPED THAT ACCELERATOR DOWN

Stance

Stance is everything, and Mick's ute has it absolutely nailed. A tubular IFS and four-link rear, combined with airbags, allows the car to be slammed for looks or raised for driveability





Engine

The 390-cube Windsor has been built to burnout-car specs. We might see it on a burnout pad a bit later, but for now, Mick likes to know that the motor will handle anything he can throw at it

The motor was specifically set up so that only the carbs stuck out, with the rest tucked away safely under the voluptuous curves of the nosed and decked bonnet





Interior and Tray

Inside it's as nice as any modern car, with all of the creature comforts and then some.

The dash looks like woodgrain at first glance, but it's actually been marbled, and has also been reshaped to accept the Dakota Digital VHX-1100 gauge cluster

These days Mick has to be a little bit careful when he's throwing the firewood in the back. Massive tubs are needed for the 20x15 rims, while the stereo system is on show behind laser-etched Perspex panels



— Old Skool —

Looking at that list of awards, you might think that Mick built the car solely to haul trophies home, but that's not the case at all: "The internals of the engine are specced and built as a skid car, so it's super-tough, but the rest of the car is built and finished as a sleek, comfy, yet showy daily driver. She's a real head-turner and a bloody nice car to drive too," Mick says.

To build the blown small-block Ford, Mick turned to Fataz Competition Engines. "They do a lot of race cars and they're renowned for building really tough motors. I said I needed a car that I can drive on the street, but is a burnout car too. The motor needs to be tough, basically; I want to get a hard-on every time I pump that accelerator down."

Fataz started with a Dart 351 Windsor block and then bored and stroked it to 390 cubes. It's filled with Scat H-beam rods and a 4340 crank topped with SRP forged pistons, and the Brodix heads are fitted with Ferrea valves. A Comp Cams custom-grind was selected to match up with the 6/71 BDS blower, which gets fed the high-octane pump fuel via a couple of Quick Fuel Technology blower carbs.

With just 6lb of boost the engine is already making 570hp at the wheels, but once everything has been run in, they'll turn the wick up and hopefully end up with at least 650 at the treads. Either way, skids won't be a problem.

While the engine bay is all business, the interior is more like Business Class. Kev's Kustoms covered everything in leather, including the floor, and it doesn't just come from cows. Those inserts have a pretty interesting texture – that's because they're stingray leather. The bench seat is actually out of a late-model car that's been cut and shut to fit, and to keep the floor uncluttered Mick opted for a column shift on the Flaming River column, which is topped with a Billet Specialties wheel painted to match the marbled finish on the dash.

That dash isn't quite how it left the factory over 60 years ago, either. There are two extra gauge pods moulded in to the top to match the original clock, and the instrument binnacle was modified to accept a Dakota Digital VHX-1100 gauge cluster. The analogue gauges look right at home, but there's a lot more info you can get from the digital readout below, including 0-100km/h, quarter-mile ET and quarter-mile speed.

The car rides on massive Bonspeed Quasar rims – 20x15 out the back and 17x7 up front – and thanks to the chassis and suspension mods, the car sits right down over the rims and rubber. A tubular IFS with power rack-and-pinion up front is matched with a four-link in the rear, and the whole lot rides on Air Ride airbags that are individually controllable.

The final touch was the sound system, installed by Anthony Koppenol from JetLeds, and it's pretty serious:

AIR SUSPENSION, TUBULAR IFS, FOUR-WHEEL DISCS, POWER STEERING, AIR CONDITIONING, KILLER STEREO, FULL LEATHER INTERIOR – THIS CAR HAS THE LOT

Rear

The rear of the car has also been smoothed, although Mick chose to keep the stock tail-lights. The rear wheels are just a tad larger than the stockies, measuring in at 20x15 and fitted with 18-inch-wide Mickey Ts






Body

Everyone loves a good dish, and the Bonspeed Quasars have plenty to offer. The trim piece in front of the rear fender has been recreated in a fashion that is smoother but similar to the original

Old Skool

"I'm getting deafer as I get older, so I told Anthony and the boys to make it loud!" To that end, they fitted a Pioneer deck and a swag of JL Audio components – six C3-650 speakers in the doors and a 13W7 subwoofer behind the seat, powered by two HD40044 amps for the front and another two HD750/1 amps for the rear. If he wasn't deaf before, it won't be long now!

Between the sweet sounds coming from the blower, the killer tunes from the stereo and that in-yer-face HOK Tangerine Kandy, there's no chance you're going to miss this thing coming down the road – and don't worry, you'll see it out cruising.

It might be capable of hauling trophies home, but it was built to haul arse. 



MICK LEAR
1953 FORD
MAINLINE UTE
Paint: HOK Tangerine Kandy

DONK
Type: Ford Windsor 390ci
Carb: Twin Quick Fuel
Blower Series
Blower: BDS 6/71
Heads: Brodix
Valves: Ferrea
Cam: Comp Cams
custom-grind

Pistons: SRP forged
Crank: Scat 4340
Conrods: Scat H-beams
Radiator: PWR alloy
Exhaust: Exhaust
Innovations-built 2in
headers into 3in collectors
and system
Ignition: Mallory MSD
6BTM, MSD LS7

SHIFT
Box: C4, full-manual,
reverse-pattern

Converter: 3800rpm stall
Diff: 9in, Truetrac, 4.11
gears, full-floater, 35-spline

BENEATH
Suspension: Air Ride
airbags (f & r)
Steering: Flaming River
Brakes: Mustang discs (f),
EA Falcon discs (r)

ROLLING STOCK
Rims: Bonspeed Quasar;
17x7 (f), 20x15 (r)

Rubber: Nankang
205/50/17 (f), M/T
29x18.00R20LT (r)

THANKS
My partner Sharyn, who has
been awesome throughout
this project; my mates
Grant Easterbrook, Steve
Kinnane, Ben Roxburgh
and Jay Chiverton; Oz Rods
Brisbane for the fabrication,
panel and paint (special
thanks to Rodney); Kev at

Kev's Kustoms; Woody and
Rob at Fataz Competition
Engines; Corey Phie at
Street Elite Restorations
for clear-coating all the
alloy; Anthony Koppenol
at JetLeds for the very
loud and thumping
sound system; Dave Lee
at Arrow Signs for the
stainless-steel 3D laser-
cut lettering and artwork;
Exhaust Innovations for
the pipework



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WHEELS OF FORTUNE

STORY MARK ARBLASTER PHOTOS SIMON DAVIDSON & TIM McCORMACK

**SYDNEY'S BRASHERNATS RAISED THE BAR FOR
INCREDIBLE BURNOUT ACTION**





NJUST three years, the Precision International Brashernats at Sydney Dragway has turned into the biggest and baddest burnout event in Australia, outside of Summernats. Over 7000 spectators filled the stands to witness what has become Sydney's most popular weekend of burnout mayhem.

The country's toughest burnout cars went head-to-head, mostly for bragging rights, but some had their eyes on the cool \$5K first prize and the golden ticket into the Burnout Masters at Summernats 29. Heavy hitters came from all over Australia, with plenty of toughies from Western Australia, Queensland and Victoria, not to mention an abundance of local talent.

With over 130 cars fighting for just 35 spots in the early-evening final, it was an action-packed day. The level of showmanship and the quality of the skids was mind-blowing – with so many cars fighting for so few finals berths, each competitor was only one small mistake away from being back on the trailer.

The two Corollas of Andrew 'LYNCHY' Lynch and Nik 'MELTEM' Fraser opened the show with pad-long tip-ins. They were like a pair of psychotic Chihuahuas chasing their tails around the pad; the screaming LS1 engines and lunatic wheel work really set the tone for the day.

The eliminations saw some incredible burnouts. Aside from the countless engine blow-ups there was some serious concrete-licking action, with more than a few rides needing some severe panel work afterwards. It's always shocking to see, but everyone walked away unharmed.

As the sun went down, the track took on a dark and moody atmosphere. Tyre smoke settled like a fog over the crowd as Justin Paige from Queensland opened the finals with a hard-revving, tyre-shredding burnout from the Paige brothers' Windsor-powered XD ute. You have to give it to the Paige boys – they sure know how to build a tough engine, and with both brothers entered in the comp, the car never seemed to stop skidding all day.



1. After a solid qualifying skid, Matt Purnell was on a mission in the finals in his super-tough ute **BLACKOUT**. But sheared converter bolts just 20 seconds into his finals skid knocked him out of contention

2. Martin Tooth had his one-tonner show car **TOOTHY** singing in qualifying, with bulk smoke and revs. Unfortunately a little too much limiter action caused a boost spike and it pushed out a head gasket, knocking him out of the finals

3. Matt Power finally has his car sounding the goods and he attacked the pad with everything the blown big-block had in the tank. It was a raw and ballsy effort that saw big smoke and great wheel work, good enough to snare third place in the Blown class

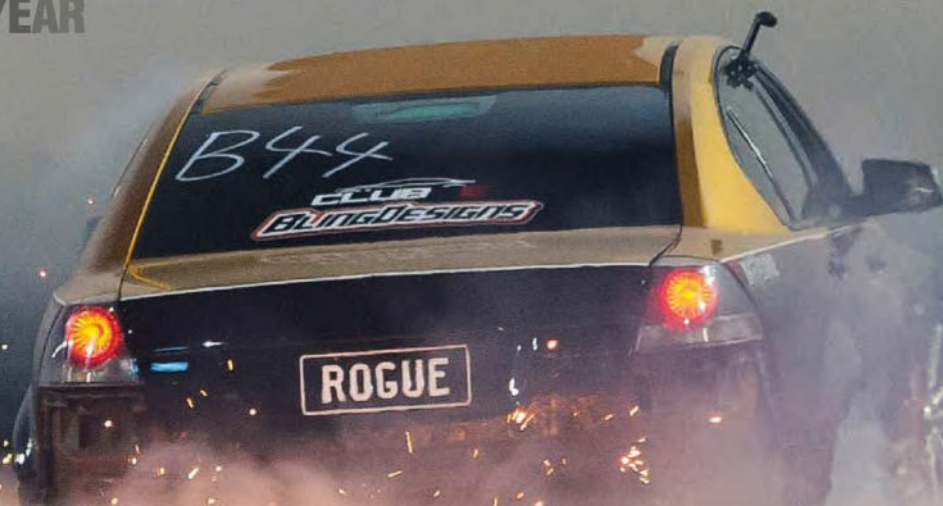
4. Sweetest-sounding small-block in the burnout scene

today would have to be the blown and injected combo of Justen Brown's **WONAGO**. It was the West Australian's first appearance in Sydney, and while he didn't place, he impressed the hell out of the crowd

5. The pressure was on 2014 winner Adrian Cuthbertson in **SKIDMA** to retain his Brashernats crown. Having already watched the best in the country, Adrian responded with a mega tip-in and a pretty killer drive. He managed to snare second place and drive the car off the pad, despite a fire at the end of his burnout

BELOW: One of the standouts of the day was Steve Edsall in the **ROGUE** Commodore. Incredibly, he didn't place in the top three, but big clean revs, awesome presentation and brilliant wheel work won him some serious respect from the crowd

**IT WAS ONE OF THE
MOST ACTION-PACKED
BURNOUT EVENTS
WE'VE SEEN THIS YEAR**









ABOVE SEQUENCE: Unluckiest bloke on the day had to be Craig Spicer with his beautiful METHDUP HG Holden. Carrying way too much car speed and not enough tyre speed, he punched the gas to tip it in and the car hooked up and launched itself up the block wall and towards the crowd

6. Darcy Ewing had a new 1250hp 540ci blown and injected big-block Chev in his HJ wagon. This car was crazy-loud!

7. After winning King of the Show 'n' Shine and sorting out some ignition issues, Mark Siracusa and Matthew Cowan took turns melting the treads off their stunning LH Torana, ONIT. It was one of the best-looking cars on the pad

8. Renee Kelly took home the Top Female trophy with her blown 383-powered VL, and she had some stiff competition from Lisa Howie in the naturally aspirated 434ci Torana

9. Chris Genter was well on his way to a great skid only to bury the driver's front guard and grille into the block wall in front of the crowd. While he did manage to finish his skid, the poor old Commy was looking very second-hand afterwards. That's not going to buff out!

BELOW: Brashernats has been a tough gig for Mark Schwirze in the BLOWN VE Commodore ute. His burnout finished in a shower of sparks, which makes it two years in a row he's punched the rods out of the blown big-block in Sydney

Then the mighty big block-powered RAT545 of Matt Pisani thundered into the burnout arena and demolished a set in under a minute, which brought a roar from the crowd.

Thomas Baz in his immaculate JSTWCH VL had the blower screaming and made massive smoke, but a big fire and constant rev-limiter action cost him points, despite a killer effort.

One of the strongest performances came courtesy of Ty Burley in the blown and injected 1969 Camaro. The small-block sounded like a big-block on 'roids, and it was difficult to fault any part of his amazing showmanship all day – the car consistently punched out big clean revs with truckloads of smoke.

It was a hard act to follow, but Fred Watson from Western Oz hadn't come over for a haircut – he wanted to win. His 377ci Chev sang like a canary, and with 38lb of boost belting through the small-block, it was on song. It was looking like a done deal for Fred to take the win, but then the blower started to punch out a high-pitched scream, and suddenly it was all over. Something had let go and the Monaro was a dead duck on the pad.

Multiple burnout comp winner Rick Fuller didn't miss a beat in his blown and injected VK from GM Motorsports. Great use of the pad, excellent smoke and strong revs launched the Victorian towards the front of the field, and one started to wonder how the judges could make heads or tails of who was better than who.

Then that lunatic Andrew Lynch threw his KE Corolla at the pad in one



MORE THAN A FEW RIDES NEEDED SOME SEVERE PANEL WORK AFTERWARDS

of the biggest tip-ins ever. How he keeps that car on all four wheels and off the wall is nothing shy of a miracle.


His protégé Nik Fraser in MELTEM was juiced-up – his burnout was like watching a frenzied pit-bull throw a rag doll around, with big flames crackling from the headers as the small-block crushed the rev limiter time and again, while the supercharger screamed for more.

It would be impossible to fit all the action of the day into these few pages, but there were some clear standouts. Although he didn't finish in the cash, Riverina local Billy Seton's blown, alcohol-slurping big-block HQ was on song all day. The engine sounded brilliant and while he is clearly due for a win and never made a mistake, his finals performance wasn't as wild as usual – must be old age creeping in.

Victorian Steve Loader is never one to back away from a fight and his big block-powered Premier produced huge smoke and sounded sweet as he shot flames out the big five-inch stainless exhaust pipes. There was no clear game plan, but there was an obvious level of confidence that impressed the judges, helping him snatch the overall win.

When the dust had finally settled and everyone headed home, social media was awash with photos, videos and status updates – after a couple quiet months, everyone was happy to get their dose of smoke.

It was one of the most action-packed burnout events we've seen this year and a real credit to Mick Brasher and his partner Linda, a testament to their amazing commitment to the sport over the years. Their little blown and injected Corolla ULEGAL has etched its name on pads all over the country, and it's no stretch to consider it one of the greatest and most successful cars in the history of burnouts.

If you didn't catch it this year, mark it down for your calendar next time – if you've got the slightest interest in burnouts, Brashernats Sydney is a must-do event. 

10. Making it two for two, Harry Seaman finished his second Brashernats burnout in flames. The screaming 202 sounded awesome from start to finish

11. It was the first year for the dyno at Brashernats, and there was plenty of spectator interest. Daniel Blok struggled on the burnout pad, with his stout VG Valiant magically attracted to the walls, but the NASCAR engine had no problems cranking out 579rwhp

12. Shawn Karn was on a high after winning the Powercruise burnout competition, but it all went horribly wrong at Sydney Dragway. After dropping the hammer he steered the Commodore towards the left wall as a prelude to a big right-hand tip-in, but with the car carrying a lot of speed, the rear just kept coming around and it buried the front into the wall before flinging the back around to do the same

13. If you didn't know, you would swear that Ty Burley's '69 Camaro was a big-block, but it's only packing 350ci with a 6/71. From beginning to end it bellowed and roared as it tore its rubber to shreds

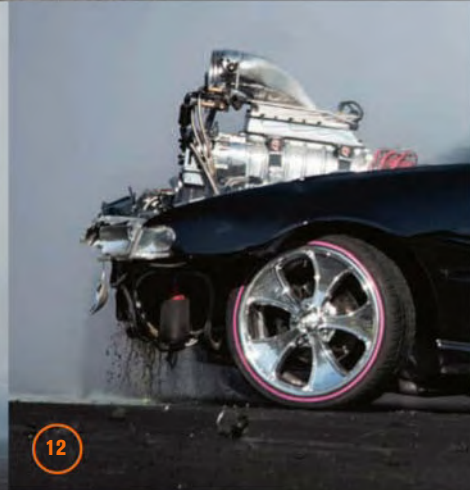
14. Word is that Thomas Baz was looking to retire JSTWCH after Brashernats and return it to street duties, but we're not sure how that'll work out after he torched it in a big way during the finals

15. While Russell Harris's new VL looks just like his old one, this car is built so much better. The old shell was so bad that Russell didn't want to risk selling it to anyone, so he had it crushed with an excavator

BELOW: Apart from winning with UCSMOKE, Steve Loader also debuted his RELOAD Commodore at Brashernats. Its 532ci naturally aspirated big-block sounded awesome at 8200rpm

STEVE LOADER'S PREMIER PRODUCED HUGE SMOKE AND SOUNDED SWEET AS FLAMES SHOT OUT THE BIG FIVE-INCH PIPES







**TROY HANSEN
COMBINED THE
LEGENDARY AC COBRA
WITH DODGE'S MODERN
COBRA TRIBUTE,
THE VIPER. NOW THIS
8.4-LITRE V10-POWERED
SNAKE IS READY
TO STRIKE**

STORY DAVE CAREY PHOTOS MITCH HEMMING

SNAKES ALIVE







THE AC Cobra shape has long been the source of some awesome kit cars; the contours are timeless and the power, whether of the Ford or GM variety, is usually brutal. But there are a lot of them out there, and Queenslander Troy

Hansen wanted something a bit different.

Given legendary auto designer Carroll Shelby was deeply involved in not only the original AC Cobra two-seater roadster from the early 60s, but also the Cobra-influenced Dodge Viper (first produced in 1992), it seemed reasonable for Troy to combine the two.

Sourcing a current-spec 8.4-litre Viper V10 was the first hurdle; written-off fourth-gen Vipers aren't exactly thick on the ground just yet, and Troy found that most vendors were asking drug money for good units. He eventually got onto a mob in Michigan – specialist Viper wreckers no less – who were breaking down a non-repairable write-off.

They were more than happy to plonk the donk in a crate and send it down to Australia, along with the Tremec T6060 manual transmission, wiring loom and pedal box; everything you'd

need to plug and play – or so Troy thought.

"We wanted to get it running on the bench first while the body came together," Troy explains, "but it was just roadblock after roadblock. The engine, gearbox, body, dash and BCM modules were all ignoring each other."

Like any modern car, the Viper uses a 'Controller Area Network' (CAN) to minimise wiring. "I'm no CAN bus expert; all I know is it's a pain in the arse!" Troy winces.

Fortunately, Cobra guru Scott Hampson, proprietor of Venom Custom Fabrications, eventually succeeded in getting the V10 to fire up – by fooling it into thinking it was still in a Viper. "I was at the point where I was ready to give up and drop a Chev in it," Troy says. "I think that gave Scotty the inspiration to throw everything he had at the car. He even had to connect up the battery temperature sender unit to make it happy."

Getting an 8.4-litre Viper motor to fire up is one thing; inserting it into a small British sports car is something else again. But Scott had just the kit for Troy – an unfinished Replica Motor Company (RMC) Cobra project that was constructed from

the outset to accommodate a big-block.

It took some massaging to fit the V10 in the engine bay, but mostly of the engine itself rather than the car. Careful modifications were made to the hydroformed titanium headers, while ancillaries like the air con and power steering were ditched altogether. "The steering's a bit heavy," Troy admits, "but how much time do you spend parking?"

In the end, the Cobra's engine bay swallowed the Viper motor whole. "We had to enlarge the trans tunnel for the Tremec, but the only body modification was to shave a poofteenth off the inner skin of the bonnet," Troy says.

While he was more than happy to farm out the difficult jobs, Troy wasn't totally hands-off. "I did a few bits and pieces – fitted the fuel tank and did some nut-and-bolt stuff," he explains. "I'm not completely useless, but when it comes to fitting 511-cube engines to Cobras, I'm out of my league!"

Everyone knows that a car pumping out bulk power ain't worth a knob of goat's cheese if it churns driveline parts to swarf with every kick of the go-pedal, so with one eye cast in the

GIVEN SHELBY WAS INVOLVED IN NOT ONLY THE COBRA BUT ALSO THE

BODY

Scott Hampson recruited body guy Peter Wells to sort out the exterior. Having never hit the road before, the RMC Cobra didn't need too much work before Peter grabbed the guns and covered it in the custom green DBL VENM hue





ENGINE

Don't think that just because the original Viper donk started life as a truck motor that this thing is lacking tech; it's all-aluminium, has drive-by-wire throttle positioning, variable cam timing and is stuffed full of lightweight materials. In fact, the V10 weighs 100kg less than a fully dressed cast-iron big-block V8!

DODGE VIPER, IT SEEMED REASONABLE TO TRY TO COMBINE THE TWO



WHEELS

The rims are specially ordered two-piece Boyd Coddington items, as Troy couldn't get anything with the appropriate offset off the shelf. After Troy spoke directly with Boyd's son Chris, they were ordered, made and delivered to his door within six weeks

INTERIOR

Despite no windows or roof, DBL VENM's interior is far from spartan, featuring tan leather, an Alpine deck and a Nardi steering wheel. The walnut-look dash, created by Modicoat in Brisbane, is actually a polymer film



IT GIVES ME THE ADRENALIN SHAKES EVERY TIME I DRIVE IT; IT'S JUST THAT RAPID

direction of the race track and another on the twisty mountain roads, Troy and Scotty decided to forego the Jaguar rear end endemic to Aussie Cobra replicas.

"It had to have the right ratio to sit on 1500rpm at 100km/h, just like the Viper," Troy says. But what rear end to use? The 300ZX's R230 differential is legendary amongst the Nissan boys; with a 230mm crown wheel it's a shade bigger than a Ford nine-inch and at least as

strong. Fitted with a 3.69:1 Kaaz two-way LSD that locks under both acceleration and deceleration, it's more than ample to accept the Viper's brute force.

Since the car's completion, Troy's already hit up Morgan Park Raceway, Queensland Raceway and Wakefield Park in NSW. In the process, breaking one of the 33-spline axles while giving it full beanage!

But it's not just for the track; Troy drives the

wheels off it when he can, having put 6000 kays on it since getting it registered late last year. "It gives me the adrenalin shakes every time I drive it; it's just that rapid."

And therein lies the joy of Troy's machine. "It's well-mannered under 3000rpm, but past that threshold, the sound changes and it just goes," he says. "At 100km/h in third gear, it will chuck you sideways if you mash it! You've got to show it respect." 🏁



TROY HANSEN
2014 RMC COBRA
Colour: DBL VENM Green

GRUNT
Engine: 8.4L Viper V10
Block: Stock alloy
Intake: Stock with dual drive-by-wire throttle bodies
Heads: Stock
Internals: Stock
ECU: Stock

Ignition: Stock
Exhaust: Modified factory hydroformed titanium headers, full mandrel-bent stainless exhaust with side exits

SHIFT
Transmission: Viper Tremec T6060 six-speed manual
Clutch: Dual-plate Viper
Diff: Nissan R230 3.69:1

with Kaaz two-way LSD

BENEATH
Brakes: FPV discs, Brembo calipers (f), Nissan R32 GTR discs, Brembo calipers (r); Falcon master cylinder
Suspension: 600lb King Springs with AVO shocks (f), 250lb King Springs with AVO shocks (r)
Steering: Non-assisted

Commodore rack & pinion

ROLLING
Rims: Boyd Coddington HR74; 18x9 (f), 18x11 (r)
Rubber: 265/35 R18 (f), 295/30 R18 (r)

INTERIOR
Steering wheel: Nardi Classic
Seats: Leather fixed buckets
Gauges: VDO

Shifter: Viper
Stereo: Alpine

THANKS
Peter Wells for his body and paint work; Scott Hampson of Venom Custom Fabrications for piles of hard work and for being the first person in Australia to get a fourth-gen Viper motor working outside of a Viper!

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STORY DAVE CAREY PHOTOS CHRIS THOROGOOD

LOADED GUN

DAVID COX'S CHEV-POWERED LC TORANA
LOOKS SLICK IN GALAXY GREY AND IS
SHOOTING FOR MID-10S AT THE STRIP



AFTER years tinkering with rotaries, David Cox decided to turn his back on the Wankel-powered hand grenades in favour of some classic Chev-powered Aussie metal. With the backing of some very good mates and an awesome family, David has hit the streets again in an angry LC Torana packing 383 cubic inches of Detroit V8. All it took was money, time, tenacity and a plan – although many of those were in short supply at various times during the build.

At first David began building an HQ tonner, “but we already had a child, Alexa, and were planning another”, and there’s only so much space in a cab-chassis. So six months in, he cut his losses and sold up.

Always partial to an LC Torana, Dave investigated several until he found a two-door with a 383ci Chev that was already engineered and legal. “I cruised around on permits for a bit and got it roadworthied, but the more I wanted to hot her up, the more we realised the engine was an unknown quantity.” With that in mind, David sold the 383, electing to start from scratch.

The Torana, resplendent in white and sitting tough on a set of Convo Pros, was certainly a tidy enough street car, albeit far from perfect. So what prompted a thorough and detailed rebuild? “You know how it is – ‘oh, while the motor’s out, let’s do this, let’s do that’. Diff, tailshaft, interior, you name it,” David says. The classic snowball effect.

James Melmoth at Melway Competition Engines was tasked with building a stout 383 stroker using a stock 010 Chev block.

“I told James that this car is gonna be driven; if there’s fuel in it, I’m in it, so I’m willing to sacrifice horsepower for reliability.” Given David’s history with rotors, we can appreciate his agenda!

Inserting bulk cubes into a small Torana is nothing new, but David was floored that he was unable to find off-the-shelf headers that suited the conversion. So Andy Saunders at Specialised Power Porting bent up a set that blurred the line between engineering and art, clearing the chassis, engine and the mystery rack-and-pinion set-up that came with the car. “The extractors weren’t cheap, but you get what you pay for,” David says of Andy’s work.

David had the body done in three stages. All-round handy guy Lucas Ellingham of Ballarat’s Stroke Me Racing took care of the ‘cage, rear tubs and the replacement of the front clip. Once together, Fast Lane Speed Shop was employed to get the bodywork die-straight. Sebastopol Smash Repairs then handled the paint, applying layer after layer of Glasurit custom Galaxy Grey.

Of the car’s black-and-grey theme, David explains: “When I decided the car was going to be grey, I started putting black fittings on the engine; then my rocker covers arrived in black. When I did the back rims black, it was set in stone!”

“But mainly it came from the interior; I always wanted black, original-style trim. White leather and sheet-metal dashboards are flash, but when I look in a Torana, it’s gotta look like a Torana!”

With that in mind, David and cousin Jamie scoured the early-morning swap meets, eventually sourcing a genuine GTR

YOU KNOW HOW IT IS – ‘OH, WHILE THE MOTOR’S OUT, LET’S DO THIS, LET’S DO THAT’. DIFF, TAILSHAFT, INTERIOR, YOU NAME IT





ENGINE: The 010 Chev has been stuffed full of Probe Industries and Eagle gear, then topped by a Holley 850 between a pair of AFR Eliminator heads. The black and grey theme extends throughout. "Those Speed Pro fittings everyone buys in red and blue – it doesn't cost any different to have them in black!" David says. The bay might look pretty smooth, but it's actually all factory-fresh, sporting every lump and bump Holden bonked into it. The key is the hidden wiring, washer bottle and master cylinder, all stashed under the dash and accessible via a screw-in panel, while the battery has been banished to the boot

FUEL TANK: David wanted to keep the boot area devoid of fuel cells and piping: "You never know when you need to chuck the kids' tote or picnic basket in there!" To prevent fuel starvation, Lucas at Stroke Me Racing cut the factory tank open and welded in a sump. How did he do it? "Very effing carefully," David assures us

WHEELS: "I like the front wheels in the AlumaStars, but I don't like that the rear rims are polished, so I had them powdercoated black," David explains. "I pulled every one of those studs out and re-coated them silver, as they come in gold. You can't buy them like that"





SHIFTER: The red button is connected to a line locker, for warming up the tyres at the drags. "I want to take it down the strip to put a number next to it; we reckon it'll make a mid-10 if it hooks up," David says. "Not on these tyres, but!"

INTERIOR: David was keen to keep the Torana more or less stock-looking inside, save for the addition of Recaro front seats and a suite of Auto Meter gauges. The addition of a genuine GTR dash and steering wheel suits the car's race-ready demeanour





steering wheel for \$150. "It was too much at the time I bought it, but now it's a steal!" David says.

They also found a genuine GTR dashboard, into which David installed the full spectrum of Auto Meter gear.

"I wanted to keep the Torana seats," David says, "but they sat me up too high." He eventually settled on a pair of Recaro buckets, backed up by a standard rear pew, modified to fit the tubs.

"There were so many times I wanted to give up on the car – things not going right, patience running out," David remembers. "The further we got into it, the further I lost my cool with various aspects and the more my wife Casey would tell me to keep pushing."

Casey didn't just provide David with a supportive, calming voice, she was also pretty helpful on the tools, doing the fiddly bits David lost patience over. "She's happy to sand for an hour or two; I want everything sanded and painted in five minutes!" he laughs.

Undertaking a project like this certainly taught David a few things. "The most important thing is to have a vision as to what you want the car to look like; I had to do a lot of this car twice!" he says. "You don't build a house without plans; next time I'm gonna have plans!"

And what will that project be? "Dunno yet, mate; I just want to enjoy this one with my family for the time being. Whatever it is, it'll need to have a towbar – I'll be living in a caravan!" 🛖

DAVID COX
1971 HOLDEN LC TORANA
Colour: Glasurit Custom Galaxy Grey

GRUNT

Engine: 383 Chevrolet V8
Block: Chevrolet 010
Carb: Holley 850 Ultra Black
Intake: Edelbrock Super Victor
Heads: Air Flow Research
210cc Eliminator
Pistons: Probe Industries
forged pistons
Crank: Eagle steel
Rods: Eagle
Cam: MCE Custom Roller
Ignition: MSD 6AL
Fuel pump: Holley Electric
Sump: ASR
Exhaust: Custom extractors
and pipes

SHIFT

Transmission: Fully manualised
TH350; 4500rpm stall

Diff: Moser nine-inch, 31-spline,
3.7:1, Truetrac centre

BENEATH

Brakes: Wilwood discs and calipers
(f), HQ drums (r)
Springs and shocks: Pedders (f),
Strange coil-overs (r)
Steering: Mystery rack-and-pinion

ROLLING

Rims: Weld AlumaStar;
15x3.5 (f), 15x8 (r)
Rubber: Nankang 145/75 R15 (f),
Kumho 265/50 R15 (r)

THANKS

My wife Casey, daughter Alexa and
son Rhys; my cousin Jamie; Mat for
his late-night help; James Melmoth,
Melway Competition Engines; Griffs
Trim Shop; Fast Lane Speed Shop;
Sebastopol Smash Repairs; Luke
Quick, Performance Electrics; Lucas
Ellingham, Stroke Me Racing

**THE MOST IMPORTANT THING IS TO HAVE A VISION AS TO
WHAT YOU WANT THE CAR TO LOOK LIKE; I HAD TO DO A LOT
OF THIS CAR TWICE!**





ABOVE: Charles Fakes's Astroflame show rod (see *SM Hot Rod* #15) looked right at home amongst the Beatniks' bombs and sleds



LIFE'S A BEACH

STORY SIMON TELFORD PHOTOS MITCH HEMMING, STEVE KELLY & ROB WALKER

**AUSTRALIA'S BIGGEST NOSTALGIA FESTIVAL,
COOLY ROCKS ON, KEEPS ON TRUCKING**



ONE of the best things about working for *Street Machine* is getting to attend lots of cool events in the guise of work. I have a few favourites, ranging from the sheer enormity of Summernats, to the dirty fun of Chopped and the chilled-out vibes of the Six Banger Nats. Joining them at the pointy end of my list is Cooly Rocks On.

Held on the Queen's Birthday long weekend in June, in the Queensland/NSW border town of Coolangatta, Cooly Rocks On rose from the ashes of the long-running Wintersun event. Wintersun began as a grassroots custom show, but quickly grew into a nostalgia festival of monster proportions. In 2012, the Wintersun organisation decided to take the show elsewhere, so the Coolangatta community rallied to replace it, which it has done with much success.

The car side of Cooly Rocks centres around a massive show 'n' shine, as well as a couple of big cruises on the Friday and Saturday nights. The streets are blocked off for miles along the foreshore and high street. Entrants pay for a coveted spot in the show, but for the punters it's free. The non-car side of Cooly is a massive program of bands, resulting in an event with broad appeal to many different types of folks.

What do I like about it? For starters you can enjoy it with or without your chrome-bumper car. I've done it a few times with the EJ and had a blast, but now that I live in Melbourne I'm finding that grabbing a cheap flight and going car-less makes for a very chilled-out weekend.

For my extended family, Cooly is our annual holiday. We grab a couple of units for a week (if work permits) and everyone, from grandma to my tiny nephews, has a blast.

Some years we have a car to enter – my brother-in-law got oh-so-close to having his newly restored '61 Mini ready in time for this year's event, but last-minute electrical gremlins put paid to that. Did we care? Not really! There's plenty for families to do without leaving the area, though

1

The Beatniks had a heap of slammed rides around their HQ, including Jay's Chev and Sash's chopped Lincoln

2

Brad Sellick's '65 VW is named Carlos and is a whole lot of fun. It runs a set of BRM rims, a 1575cc motor and some cool custom touches including the side flashes dressed up with \$10 Big W flannies!

3

Little Mick's Moonrunner outside Beatnik HQ

4

Neil Dieckmann's famous FJ van. There is a full story on the history of this amazing humpy up on streetmachine.com.au

5

Jason Bamberry's HQ Monaro is a tough unit! It ran high eights with a nitrous big-block, but has made the switch to twin-turbos and is looking forward to hitting the track

6

Wild Bunch legend Peter Gratz's monster '41 Willys packs a 426 Hemi, equipped with Indy twin-plug heads



YOU CAN ENJOY COOLY ROCKS WITH OR WITHOUT YOUR CHROME-BUMPER CAR







7



8



9



10



11

- 7 Johno Agnew's truck and Troy Robson's T-Bird
- 8 Mez's '41 Mercury is the current *SM Hot Rod* cover car, and was a popular subject at the Beatnik Blowout art show
- 9 Dennis 'Lil Daddy' Roth – son of Ed – was on hand to lend a touch of Kustom Kulture royalty to the Beatniks' art show
- 10 Scott Askew's recently completed 1935 Bedford is a stunning-looking thing. Built by Brad at El Rancho Kustoms in Kingaroy, it runs a stout driveline consisting of a 383ci Chev, TH400 and nine-inch diff
- 11 Rachel Jameson's EH wagon looking fresh with its new lace roof treatment by Jimmy Smith
- 12 Warren Azzopardi's blown Hemi-powered Dodge Phoenix is a Cooly Rocks regular and is a genuine street-driven monster!



Sea World and other tourist traps aren't far away if you want to tack them on to your agenda.

There are also massive markets, dancing displays, a fun fair and the Poodle-Oodle Parade to keep the dirt magnets happy. Once the kids are in bed, there's plenty of entertainment for those adults with energy to burn. There are bands on everywhere – in a beachside marquee, in all of the Coolangatta pubs and in most of the pokie-infested clubs that dot the area. The types of tunes on offer vary as much as the cars on display, from saccharine rock 'n' roll, to hard-edged rockabilly, big band swing and (although they were not part of the official program) the punk rock mania of The Cosmic Psychos.

The show is constantly evolving. The Friday and Saturday night cruises are no longer the massive crowd draws they once were. The organisers have tried tinkering with the cruise route to reduce congestion and improve the spectacle. So this year, the cruise headed north towards Kirra, which at least gave a few over-extended cooling systems a chance to recover. When the weather is good, the cruises are still a lot of fun, though.

One feature I miss from the Wintersun days is the Saturday night tattoo competition that always turned into a massive party. On the flipside, Cooly is one of those events that you can mould to your own ends. For example, The Reapers Car Club took matters into their own hands, booked out a nightclub and held their own gigs – open to the public – for a couple of years.

The Beatniks club has also had a strong presence there for a long time, but this year they really stepped it up by creating their own pop-up art show dubbed the Beatnik Blowout. They created a cool tiki bar vibe and displayed art from around the globe, with Dennis 'Lil Daddy' Roth in attendance as guest of honour. The power-parking spots around the show were filled with traditional rods and customs owned by the

WHERE ELSE CAN YOU SEE A FLOCK OF GOGGOMOBILS OR A CHEV CORVAIR RAMP TRUCK?






Beatniks and like-minded mates. The show climaxed on the Saturday night with a swinging luau, making for one heck of a cool scene! The boys have plans in motion for something bigger and better next year.

Car-wise, the sheer variety of rides on display is one of Cooly's great joys. If you have mates or family who don't mind the car stuff, but aren't obsessed, then this is a great show for them. Yes, there are plenty of Holdens, Fords, Chevs, Chryslers and hot rods, but where else can you also see a flock of Goggomobils – both sedans and Darts – or check out a Chev Corvair ramp truck? Most folks have no idea the Big Three all made cool forward-control vans in the 60s, much less one with an air-cooled six for power.

As I've written about before, the Catch 22 of Cooly is that it is held on the same weekend at the ANDRA Winternationals – held at Willowbank Raceway – which is about an hour-and-a-half away by car. I've done the double quite a few times, but elected to take the laziest option and give the drags a miss. My FOMO (Fear of Missing Out) was in full effect, but somehow I coped!

Wanna give Cooly a crack in 2016? The main thing you need to know is that if you want to enter your car you should do it early, so keep an eagle eye on coolyrockson.com for announcements. Nabbing some accommodation early is also a good plan and any of the big hotels on the Cooly foreshore will put you right in the middle of the action. If you are after something a bit more affordable, however, Rainbow Bay and Greenmount have cheaper options and are just a stroll away. 

THE SHOW CLIMAXED ON THE SATURDAY NIGHT WITH A SWINGING LUAU, MAKING FOR ONE HECK OF A COOL SCENE

13

Brian Chaplin's EJ packs a 208ci red motor, with an intercooled blow-through turbo set-up. Backed by a Bob Grant Powerglide and Truetrac-equipped nine-inch diff, the home-built beast is all class

14

The most talked-about car of the event was probably John Mawhinney's '57 Chev. Built by his late father from a four-door, John has carried on the family tradition and then some! The street-driven '57 runs a very tough blown 400ci small-block, running on E85. On the car's one and only pass at Willowbank, it hauled arse to record a very stout 9.83sec time at 139mph. After which it was promptly kicked out for being too fast. Feature coming soon!

15

Robert Toy's 1940 Dodge is a cool workhorse, cut down from a three-tonne monster. It runs a carby-fed LS1 and four-speed automatic combo, with the engine cleverly disguised to fool all but the most switched-on onlookers

16


How tough is this? Garry Brown's chopped 1968 Dodge Dart, built as a gonzo circuit racer, with a dry-sumped, 585hp 360ci small-block, Jerico four-speed and Dana rear

17

Peter Lepa whipped up this hot little tudor for young Klayde, complete with working blower, hubcaps, zoomies, a chain tiller and velour trim







STORY GLENN TORRENS PHOTO NATHAN JACOBS

SMOOTH OPERATOR

BUILD TO A BUDGET, THIS SHARP, SATIN-
SMOOTH MUSTANG IS A TESTAMENT TO DETAIL
AND DILIGENCE, NOT DOLLARS

MUSL-66



MARTIN Agius, owner of this outstanding Mustang, has had a thing for automobiles for quite a while. "I was that bloke up the back of maths class and the teacher would say: 'Stop drawing cars,'" he remembers. "And I'd be leaning on the fence just looking at cars. Back then, all the hotties were Monaros and GT Falcons."

Though he's now closer to 50 than 15, that teenage enthusiasm for cars laid the tracks for Martin's career path – as it did for many of us. "I've been in the motor trade all my life," he explains. "I started in spare parts for Mitsubishi. These days, I'm in sales with Jeep. Obviously I like cars, but I like dealing with people too."

Along the way, he's owned plenty and seen plenty. "A lot of cars we reckon are cool or collectors' items today, we threw out," he admits. "In my P-plate days, we were always buying some cars and killing others. For instance, I bought an XB V8 hardtop and put the running gear into a wagon! Can you believe that?"

Martin bought his Mustang project around 2001. It was already right-hand drive, but it needed work. "It had a piece of timber holding up the left-hand door regulator," he says. "Within the first week, I'd stripped it to a shell." The car had already had an eventful life; Martin discovered turquoise and red under the silver paint it was wearing when he'd bought it.

But Martin had another motive for buying a Mustang other than simply wanting to build a toughie cruiser. "My dad always wanted one," he says. "It was his dream, but he was sick and unfortunately I lost him before it was finished. But toward the end, I took him parts of the car to show him how it was progressing, what colour I had painted things."

"After he went, I thought: 'Ah, screw it.' But after a while I got back on my feet."

When Martin completed the Mustang around 2003, it was bright yellow. Now, it's a subtle stock-ish Springtime Yellow, the result of yet another build – one that came about by accident.

"I took it to Bright [Rod Run] and the windscreen was hit by a

stone," he explains. "It's insured by Shannons and they provide windscreen cover. But the installer damaged the car, so the car needed to be painted."

"Shannons approved the repair but the panel shop didn't do a very good job. It took almost a year and there were silicon holes – fisheyes – in the paint. I called Shannons and they inspected it and agreed it wasn't up to scratch, so to speak."

To cut a long story short, the car ended up with Daniel at Fast Lane Speed Shop in Ballarat. "And that's how it became what it is now," Martin says, summarising Daniel's eight intensive weeks of effort. "He did a super job – above and beyond what was expected."

These days, the Mustang's Springtime Yellow presents in a satin finish, which, with the dark grey highlights, gives it an air of confident, subtle toughness.

"I should have kept it hush-hush," Martin says of his car's freshened build theme. "There were too many opinions, you know what I mean? But I knew what I wanted – that old-school look with the tall-profile rear tyre. That's a defining feature of 'muscle' for me."

"I've gone through the stage, like everyone, of braided hose, polished billet alloy and turquoise paint," he chuckles. "I wanted this one to look stealth."

And he's nailed it! Against the sunny yellow paint, the brooding grey of the engine bay looks like a brewing summer storm. Top stuff! "A few people who had their doubts have changed their opinion now they've seen it," Martin says proudly. "They're like: 'Oh, yeah, now I get it!'"

That engine is a five-litre Windsor pulled from an F-Series. It's a roller-cam bottom end that produces a cruisy 350-ish horses. "It's nothing wild," Martin says of the Vince Vella-built, Holley 600-plumbed mill with 10:1 compression, a balance job and headwork. "Hey, it's a street car. I can take it anywhere, anytime. I can get caught in traffic in the city and it just idles along."

Behind it is a C9 three-slot auto with a 2500rpm converter and

I WAS THAT BLOKE UP THE BACK OF MATHS CLASS AND THE TEACHER WOULD SAY: 'STOP DRAWING CARS'





ENGINE: Mustangs and Ford Windsor V8s go together like beer and prawns. The shopping list included an Edelbrock Performer manifold under the Holley and cleaned-up heads. Satin-black engine bay really works with the tungsten-tough detailing and subtle yellow paint

BONNET: The bonnet scoop is a GT500 replica, to provide an era-correct factory tweak to the Mustang's classic Coke-bottle curves. "I had it moulded onto the bonnet," Martin says. "It's functional – it provides the carby with cold air. Windsors appreciate a little extra air"





INTERIOR: Sure, you can choose a manky colour – and some eras, such as the 1970s, are full of manky colours – but when it comes to interior trim, plain black never really goes out of style. Column-mounted tachometer and three extra gauges strung under the centre are aces. Martin is saving for a new shifter next

BOOT: Boot-mounted tank carries 77 litres of BP Ultimate, which provides nearly 400km of sunny Sunday cruising. Yep, it carries a matching stripe, too. The fuel cap (and front badge) is detailed with Springtime Yellow

BODY: Satin paint is something we're more used to seeing on aluminium engine parts, primed rat rods or uber-buck Lambos and Mercs. But as Martin's Mustang proves, colour with sheen rather than shine can also be an inspired choice for a street machine. Those side stripes go right into the door jambs, too. Thumbs up!



a nine-inch rear axle carrying 3.5 gears, giving a good blend of crack and cruise with those tall rear tyres – 26x12/15 Mickey Thompsons on 15x10-inch Weld Pro Stars. Behind those (and the 15x4.5 fronts) are Wilwood-clamped disc brakes. The suspension, too, has been upgraded with KYB dampers, Nolathane bushes and Pedders springs.

Inside, Adrian at Kool Trim modified the rear seat to cope with the wheel tubs. Apart from that detail, the rest of the interior uses off-the-rack repro materials, with Martin, his brother Paul and eldest son Andrew doing the final installation.

"I wanted to keep it simple," Martin says. "I think, sometimes, less is more, and I didn't build this car with a big fat chequebook. I've had to wait and save to get things done. It can be a bit of a juggle with a household to run!"

The end result is – as for many of us – so much more than metal.

"I really enjoy the lifestyle and the community," Martin says. "On a warm Saturday night, the garage roller door will be open and if anyone drives by, they'll see this ugly bald bastard working on his car!"

"I drive it anywhere; I don't pussy it around, it's meant to be driven," he continues. "I usually drive it once a week. For instance, last Sunday, I did all the gardening then I took this for a spin.

"Mate, I'm happier than a dog with two dicks!" 🐕



MARTIN AGIUS
1966 FORD MUSTANG
Colour: Glasurit
 Springtime Yellow Satin

GRUNT
Engine: Ford Windsor
 5.0-litre
Carbs: Holley 600
 vacuum-secondary
Heads: Ported iron
Pistons: Flat-tops
Camshaft: Lunati
 Voodoo roller
Crank: Standard Ford
Exhaust: Pacemaker
 extractors

Ignition: Scorchier
 Ignition Developments

GEARS
Gearbox: Ford C9
Converter: 2500rpm
 Dominator
Diff: Nine-inch with
 3.5:1 gears

BENEATH
Suspension: Pedders
 springs, KYB shocks,
 Nolathane bushes
 (f & r)
Brakes: Discs with
 Wilwood calipers

(f & r); XB Falcon
 master cylinder

ROLLING STOCK
Wheels: Weld Pro
 Star; 15x4.5 (f),
 15x10 (r)
Tyres: Mickey
 Thompson (f & r)

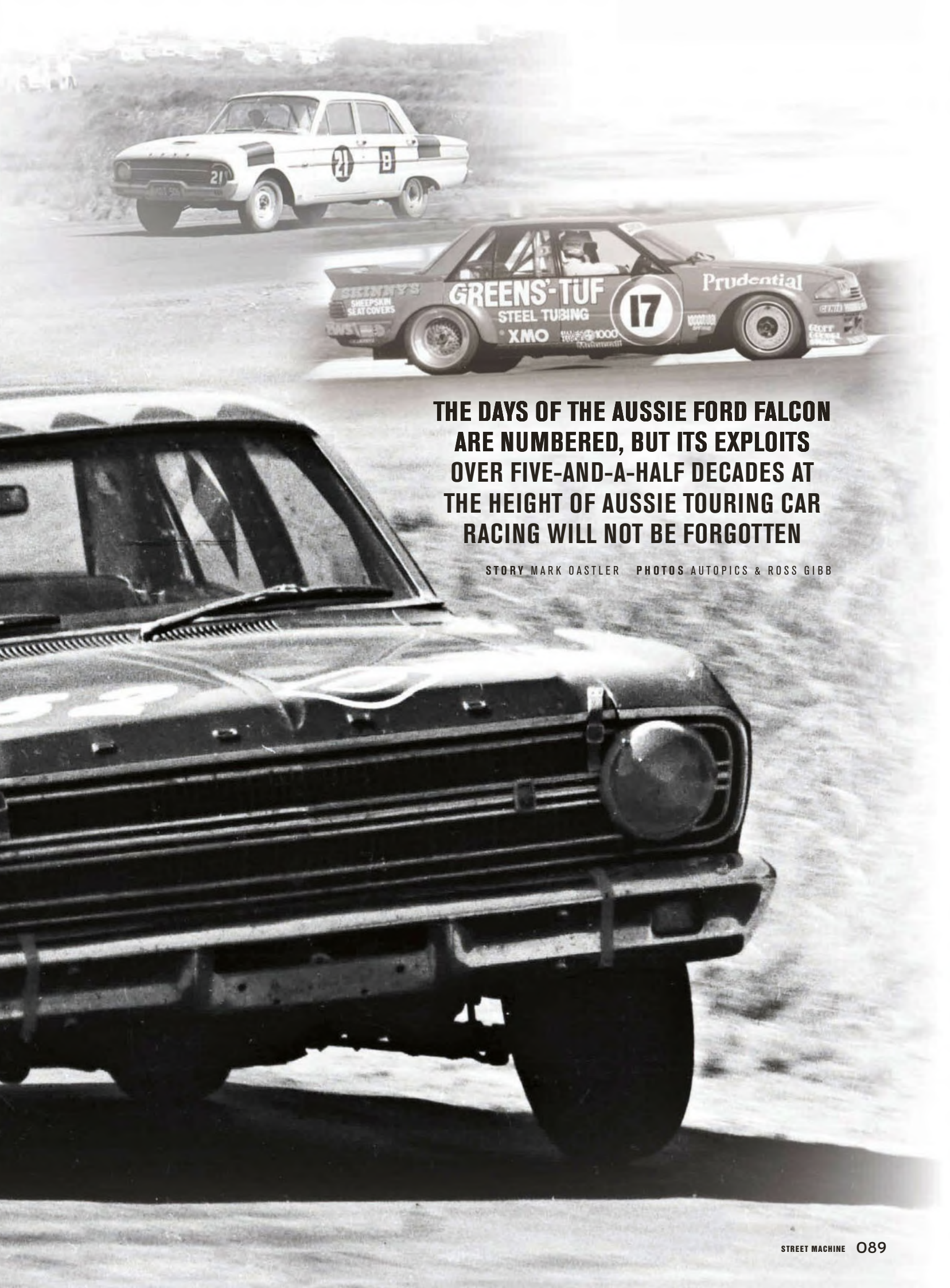
THANKS
 My wife Dianne; my
 brother Paul; my kids
 Andrew, Rachael and
 Dylan; Daniel at
 Fast Lane, Adrian at
 Kool Trim

**SOME PEOPLE HAD THEIR DOUBTS ABOUT THE STYLE I WANTED.
 BUT NOW THEY'RE LIKE: 'OH, YEAH, NOW I GET IT!'**



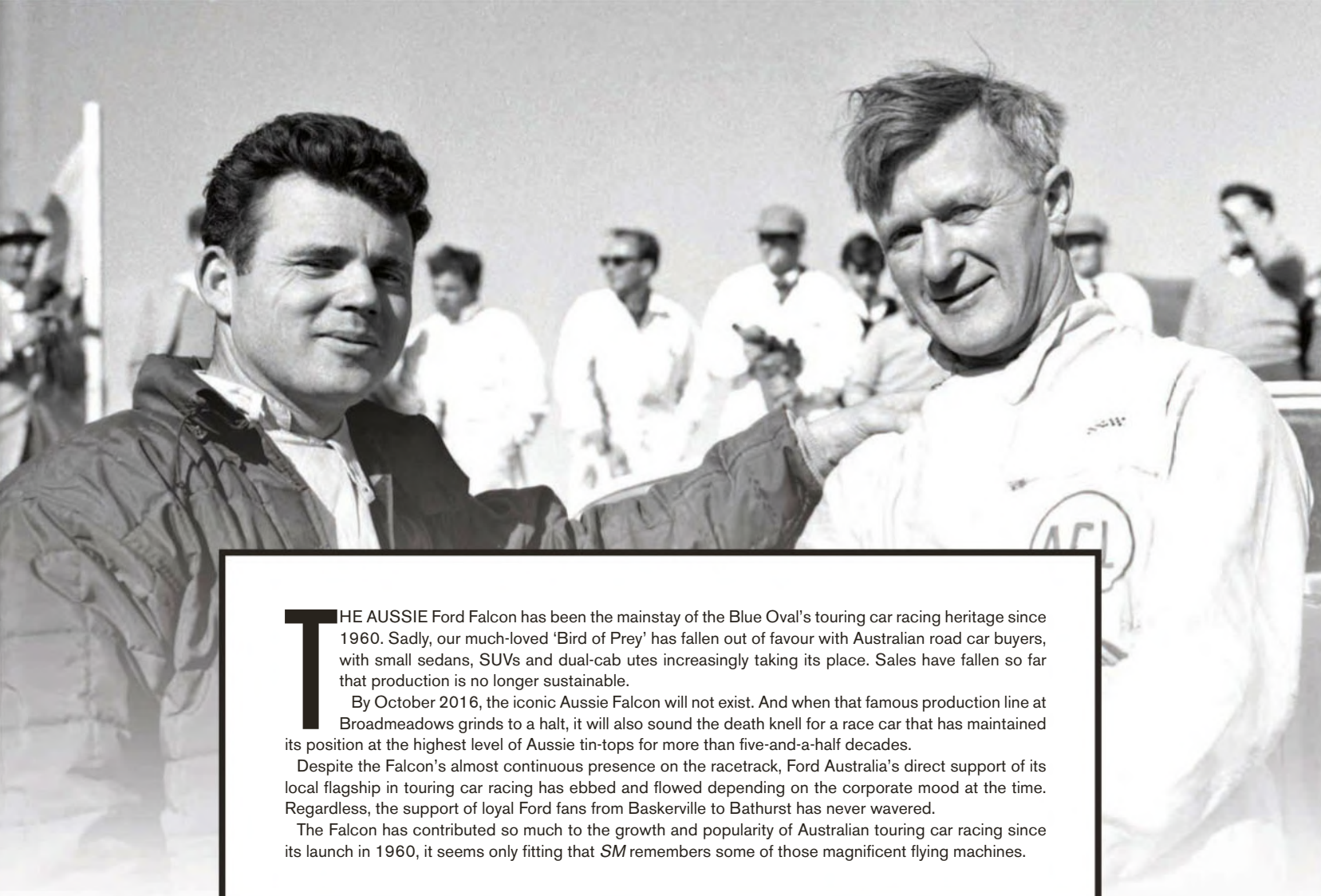
NOT FADE AWAY





**THE DAYS OF THE AUSSIE FORD FALCON
ARE NUMBERED, BUT ITS EXPLOITS
OVER FIVE-AND-A-HALF DECADES AT
THE HEIGHT OF AUSSIE TOURING CAR
RACING WILL NOT BE FORGOTTEN**

STORY MARK OASTLER PHOTOS AUTOPICS & ROSS GIBB



THE AUSSIE Ford Falcon has been the mainstay of the Blue Oval's touring car racing heritage since 1960. Sadly, our much-loved 'Bird of Prey' has fallen out of favour with Australian road car buyers, with small sedans, SUVs and dual-cab utes increasingly taking its place. Sales have fallen so far that production is no longer sustainable.

By October 2016, the iconic Aussie Falcon will not exist. And when that famous production line at Broadmeadows grinds to a halt, it will also sound the death knell for a race car that has maintained its position at the highest level of Aussie tin-tops for more than five-and-a-half decades.

Despite the Falcon's almost continuous presence on the racetrack, Ford Australia's direct support of its local flagship in touring car racing has ebbed and flowed depending on the corporate mood at the time. Regardless, the support of loyal Ford fans from Baskerville to Bathurst has never wavered.

The Falcon has contributed so much to the growth and popularity of Australian touring car racing since its launch in 1960, it seems only fitting that *SM* remembers some of those magnificent flying machines.

FIRTH/JANE XL FALCON

MOST muscle car fans think the Falcon GTs and GT-HOs of the late 1960s and early 70s were Australia's ultimate racing Falcons. Hard to argue with that. But the Falcon's competition heritage can be traced right back to the original XK model released in 1960.

By any measure, this US-designed sedan was a poor basis for a competition car, with a 144ci (2.4-litre) in-line six putting out a wheezy

90bhp (67kW), three-speed column-shift gearbox, 5.5 turns lock-to-lock, lousy drum brakes, a unitary body in need of more rigidity and suspension that fell apart on rough roads. Showroom sales had tanked and Ford needed to prove it was tough enough for Aussie conditions. Motorsport was the answer.

The XK's replacement – the XL – was enough of an improvement to be selected

as Ford Australia's first official factory entry in the 1962 Armstrong 500 at Phillip Island. Bolstered by the more powerful 170ci (2.8-litre) 'Pursuit' six with 101bhp (76kW), a stronger body and other improvements, Harry Firth and Bob Jane drove a masterful race to claim outright victory on a treacherous pot-holed circuit.

The rebuilding of Falcon's damaged reputation through racing success had begun.





ABOVE: Fred Gibson at the wheel of his #52 XR Falcon GT on the way to winning the 1967 Gallaher 500 at Bathurst

BELOW: Fred Gibson (left) and Harry Firth celebrate their '67 Gallaher 500 win



XR FALCON GT

IN THE early 1960s, Ford Australia had been selling a UK-designed small-bore four-door screamer called the Cortina GT, so the concept of a four-door GT sedan was nothing new to Aussie car buyers.

What was stunningly different about the XR was that the Gran Turismo badge was applied to an Aussie Falcon sedan for the first time, thanks to visionary US-born Ford Australia boss Bill Bourke.

With thundering 125mph (200km/h) performance, it was equipped with the same powerful and free-revving 289ci (4.7-litre) small-block V8 fitted to the Ford Mustang, which was wildly popular Stateside.

In fact, Bourke had used the US pony car to boost the appeal of his new XR Falcon range with some brilliant marketing. By shipping in a small order of Mustang notchbacks, converting them to right-hook and placing one in as many Ford showrooms around the country as he could, Australians quickly became accustomed to the Mustang's long-bonnet-short-boot profile and Coke-bottle hip line – a striking new look which the new XR sedan closely resembled.

The 'Mustang-bred' XR Falcon GT, with its 225bhp (169kW) of grunt, Top Loader four-speed 'box and slip-limited eight-inch diff, won Australia's toughest production car race – the 1967 Gallaher 500 at Bathurst – in the hands of Fred Gibson and Harry Firth. It was the first shot fired in an Aussie muscle car war between Ford and Holden that would wage for decades.



ALLAN MOFFAT AND THE XW AND XY GT-HOS

THE NAMES Moffat and GT-HO are synonymous – just like Brock and Torana. As the Ford factory team's lead driver, the expat Canadian carried the huge weight of corporate expectation as he drove Ford's hottest Falcons to famous victories at Bathurst in 1970 and '71.

When the first HO (Handling Options) variant of Ford's new XW Falcon GT erupted onto the nation's roads and racetracks in 1969, road safety zealots claimed that lunatics were running the asylum. Armed with a high-performance version of the company's 351ci (5.8-litre) Windsor V8, updated suspension, front spoiler

and a huge 36-gallon (164-litre) fuel tank, the first XW GT-HO was clearly designed with a Bathurst win in mind.

Ford reworked the XW GT-HO for 1970, with a more powerful big breathing 'Cleveland' version of the 351 V8 and Detroit Locker diffs. This 'Phase II' version had speed to burn, topping 140mph (224km/h) on Conrod Straight, leaving six-cylinder Holdens and Chryslers for dead. Moffat stormed to his first Bathurst win with team-mate Bruce McPhee finishing second.

One year later, Moffat blew the doors off the competition with the new GT-HO Phase III. Based on the

latest XY Falcon GT, the third phase of Ford's HO program featured the GT's now-legendary 'shaker' carburettor air intake poking through the bonnet, front and rear spoilers, plus even more power and greater mechanical refinement.

At Bathurst, Moffat hammered the competition. In taking pole position he slashed more than 13 seconds off the lap record before decimating the field in the race with blistering speed and faultless reliability. In 1973, Moffat and the mighty Phase III also claimed their first Australian Touring Car Championship (ATCC), before the GT-HO was officially consigned to touring car history.





THE XA GT-HO PHASE IV

THE GT-HO legend was not supposed to be a trilogy. A fourth phase of Ford's hottest Falcon, based on the latest XA GT sedan, was only days from going into production when Ford suddenly axed the program and turned its back on high performance.

The catalyst was a politically motivated and media-driven frenzy over road safety that erupted in mid-1972. An article in a Sydney newspaper detailing the "160mph Supercars" that Ford, Holden and Chrysler were building for Bathurst that year was splashed across the front page. Within days, the car makers buckled.

The XA Phase IV would have been the fastest and most refined of the GT-HO breed. A Boss 351 block featured rugged four-bolt mains, plus even greater top-end power through cylinder head and exhaust system development. Combined with the XA's slipperier body shape, we would have seen top speeds down Bathurst's Conrod Straight exceeding 160mph (256km/h). The XA's wider track also allowed refinements

in suspension tuning, along with a switch to 15x7-inch Globe alloy wheels with less weight and better brake cooling.

The Phase IV was stillborn. Even so, much of its mechanical DNA did live on in the booming XA GT hardtops that Ford raced in the second half of 1973 under new 'Group C' rules, which allowed various modifications for competition use.

The two works cars, driven by Allan Moffat and Fred Gibson, turned out in sharp blue and white corporate colours. They were fitted with hand-built 351 Cleveland V8s pumping out close to 400bhp, rugged 31-spline Top Loader gearboxes and rear axles, Detroit Locker diffs, 36-gallon fuel tanks and four-wheel disc brakes approved just in time for Bathurst.

Moffat and co-driver 'Pete' Geoghegan won one of the most exciting Bathurst 1000s that year, with privateers John Goss and Kevin Bartlett producing a second XA GT win in 1974. The XA was the only first-generation Falcon GT to win two Bathurst 1000s.



THE BATHURST 1-2 AND THE COBRAS

THE BATHURST 1000's most famous finish was in 1977 when Allan Moffat and Colin Bond crossed the line in 1-2 formation in their XC Falcon hardtops. The Moffat Ford Dealers Team arrived at Mount Panorama that year with a big head of steam, having decimated arch-rivals Holden and its LH Torana L34s during the sprint rounds of the ATCC.

The team's XB Falcon GT hardtops, powered by 351 V8s built by Peter Molloy, were superbly prepared under the expertise of US race engineer Carroll Smith. With the finest suspension tuning tied to the latest Goodyears air-freighted from the US, Moffat's heavyweight hardtops were in a class of their own.

By Bathurst time, the XBs had been updated with the latest XC 500 GS front clips, plus some extra performance items including new



front and rear spoilers, extra bracing for steering and suspension and twin thermo fans.

The factory Fords clearly had Holden's measure. The General's new Torana A9X was too new and in need of more sorting before it could hope to slow the Moffat Ford

Dealers juggernaut. Moffat and Bond destroyed the competition with sheer pace, which never eased up thanks to speedy stints by co-drivers Jacky Ickx and Alan Hamilton.

The following year, the Moffat Ford Dealers Team returned to the Mountain with their XC hardtops presented in the white-with-blue-stripes livery of Ford's limited edition Falcon Cobra. Sadly for Moffat, Holden had been so badly stung by its humiliating defeat the previous year it opened its chequebook and did whatever was needed to ensure its Torana A9X would deliver a crushing counter-attack in 1978. Although they looked great, the new Cobras were seriously outgunned.

Both cars retired from the race with mechanical problems before half-distance.



DICK JOHNSON'S GROUP C XD AND XE FALCONS



QUEENSLANDER Dick Johnson was the first driver to twig to the untapped racing potential of the XD. That was due to a massive 130kg weight reduction thanks to an approved minimum weight based on a six-cylinder taxi – the lightest model in the XD range. Johnson knew that if he could get his car down to that skinny 1367kg figure, the XD Falcon with 351 V8 power would be a rocket ship.

History shows that he did just that, claiming pole position at Bathurst in 1980 and running away with the lead until he collided with a large rock that had tumbled onto the track. His race was over and his car was a mess, but

donations of cash from TV viewers and Ford allowed him to rebuild with a new car, and Johnson vowed publicly to repay their faith.

In 1981, Johnson's new XD proved more than a match for the Commodores. He won both the ATCC and the Bathurst 1000, with a second touring car crown coming in '82.

Johnson's switch to the latest XE Falcon for the 1982 endurance races was not without its struggles, as Ford's new coil-sprung Watts-link rear-end proved difficult to tame. However, by 1983, with a new Kermit Green paint scheme courtesy of sponsor Palmer Tube Mills and approval to run huge

19-inch rear tyres, the big Ford was behaving itself. And with new engine freedoms that liberated more than 450bhp from the 351 V8, Johnson was looking like a big threat at Bathurst until a fearful crash during the Top 10 qualifying session wrecked everything.

Johnson built a new car for the final year of Group C touring car racing in 1984 and won his third ATCC title. As a result, the XD and XE Falcons are rightly revered as two of Ford Australia's greatest competition cars.



ABOVE: Dick Johnson's Greens-Tuf XE after its horrific crash during Top 10 qualifying at the 1983 James Hardie 1000



JOHNSON/BOWE EB FALCON 1994 BATHURST 1000 WINNER

IN 1993, Australian touring car racing underwent a dramatic change. The turbo-dominated international Group A rules were dumped in favour of a new category that brought back the good old Ford-versus-Holden V8 warfare. This was the formative stage of the category known as V8 Supercars.

Based on the then-latest EB Falcon and VP Commodore, the mechanical menu was designed to simplify car construction and reduce running costs. V8 race engines were capped at 5.0 litres capacity, with electronic fuel injection, 10:1 compression ratio, 7500rpm rev limit and 550bhp with 450ft-lb of torque.

A six-speed Holinger gearbox and rugged coil-sprung, multi-link live rear axle with a Ford nine-inch centre sent power to the bitumen through 17x11-inch wheels wearing 12-inch wide tyres. Huge four-wheel disc brakes were included, along with lightweight composite-fibre body kits with big front spoilers and inverted rear wings to stop the cars taking flight at speeds approaching 300km/h on Conrod.

The EB was immediately successful, with Glenn Seton claiming the 1993 ATCC. A mid-season revision of the rival VP Commodore's aero kit breathed new life into the Holden camp, with Larry Perkins and co-driver Gregg Hansford winning the Bathurst 1000.

Lobbying by Ford resulted in the EB also getting an aero kit revision for 1994. Dick Johnson Racing hit a sweet spot with the EB just in time for the big endurance races, and he and co-driver John Bowe showed ominous pace on their way to victory in the Sandown 500, then claimed one of the most nail-biting Bathurst 1000 wins in history when Bowe in the Falcon edged out 20-year-old sensation Craig Lowndes in an HRT Commodore.



ABOVE: John Bowe and Dick Johnson took out the 1994 Sandown 500 and the same year's Bathurst 1000 in their EB Falcon





[V8 SUPERCAR ERA POST-EB]

FALCONS continued to enjoy great success in V8 Supercar racing.

The EF replaced the EB in 1995 and John Bowe took it and won his first and only ATCC title with DJR. The next model update came two years later, when Glenn Seton's EL Falcon claimed Ford's third ATCC (aka V8 Supercar Championship Series).

The EL continued to be an effective weapon in 1998, as Jason Bright and Steven Richards scored an against-the-odds win at Bathurst. This was at a time when the Holden Racing Team, with its latest VT Commodores and star drivers Craig Lowndes and Mark Skaife, were starting to dominate the category.

The introduction of Ford's new AU Falcon the following year proved a

major disappointment. The unloved AU won only eight of the 52 championship rounds held during the four years it competed (1999-02). And most of the remaining 44 Holden wins went to HRT, as the factory team went on a rampage that reaped four consecutive championships and two Bathurst 1000 wins.

The introduction of the BA in 2003 coincided with a technical overhaul called 'Project Blueprint' instigated by V8 Supercar management. This was to finally address major technical differences between the Falcon and Commodore, which had led to endless arguments over performance parity.

With these issues sorted, the BA restored some of the pride lost during the AU era, with Marcos Ambrose and

Stone Brothers Racing storming to two V8SCS titles in 2003-04 followed by a third in 2005 with teammate Russell Ingall.

The BA and its cosmetic BF model update enjoyed great success at Mount Panorama during this period, with Craig Lowndes and Jamie Whincup scoring three Bathurst 1000 wins in a row between 2006-2008 in Falcons prepared by Triple Eight Engineering.

Whincup also won the first of his record-setting six V8SCS titles in 2008 with the BF, followed by his second in the latest FG model the following year. James Courtney scored the FG's final V8 crown in 2010 during a dramatic budget-challenged season for Dick Johnson Racing.

[THE END OF THE LINE: FG X]

THE FG Falcon made a painless transition to the new Car of the Future (COTF) regulations brought in by V8 Supercars in 2013, which involved fundamental changes in the design of the chassis and running gear.

These were implemented to reduce construction/crash repair costs and improve driver safety across the board. The downside, though, was a complete loss of production line integrity, with body panels being the only remaining link to the showroom product.

Major COTF initiatives included use of a generic space-frame chassis common to all cars regardless of make or model. The previous Holinger six-speed gearbox and live rear axle were replaced by a more sophisticated six-speed transaxle with independent rear suspension, plus a more forward location for the fuel cell to provide greater safety in severe rear-end impacts.

The FG ran for two years under COTF rules, scoring a thrilling victory at Bathurst

in 2014 before being replaced by the latest – and last – FG X, which should see out the 2015 and 2016 seasons. With Ford scheduled to shut down local car manufacturing by October 2016, the FG X V8 Supercar will bring an end to more than five decades of Aussie Falcons on the road and racetrack. ■







HERO'S RETURN

STORY SIMON MAJOR
PHOTO CRISTIAN BRUNELLI

DOES THIS HR LOOK FAMILIAR? PICTURE IT WITH NO FRONT CLIP AND A BUSHFIRE POURING FROM THE REAR GUARDS – BET THAT JOGS THE MEMORY! EVEN AFTER 30-PLUS YEARS, GRAHAM COWLEY'S UTE STILL LOOKS THE BUSINESS



LOVE when a car becomes part of its owner's persona, a symbol of their identity. It might be as subtle as your granddad's HT Kinger being visible in three decades of family photos, or as exciting as an iconic build being thrust back into the spotlight after years on the down-low.

When El Telfo swung me this story, I have to admit to getting a little excited.

See, my teenage years were filled with 80s mags covering all the action I was missing at the ASMF Nats and early Summernats, and more often than not, there was Graham Cowley and this red HR ute, unmistakable for its (often missing) flip front and 'real' HR tail-end.

Graham and the HR are a legendary part of our street machining heritage. Long, smoky burnouts with doughnuts in tight spaces were their thing back in the days when a tip-in was something done with a shovel and dirt. And we're really firing up the DeLorean here – Graham has owned this ute since '81!

"I was at a party and heard of a ute for sale," he recalls. "It was a roller that looked pretty rooted, but the body was actually quite good with only minimal rust. When you think back, it was only 15 years old so time was on its side."

Graham's pretty handy on the tools, so he hatched a plan. The car was stripped, and in true 80s fashion, mods were undertaken to make it that little bit more personalised. "I like subtle changes but didn't want it to date quickly either; the tilt front isn't obvious when it's closed and the rear end looks factory enough that it doesn't slap you in the face."

What's this about the rear end? Well, back in the day good ol' GM-H was keen to save a few bucks, hence why some of its commercials shared the same tail-end treatments – think FC to FB/EK; EJ and EH; HD and HR. Graham rectified The General's shortcut by grafting on just enough wagon sheet metal and a modified tailgate to create a 'proper' HR utility. "It was far more involved than you may think," he says. "The wagons and utes are completely different through that tail area. I even carefully removed the original metal just in case it went pear-shaped and I needed to put it back!"

Nearly a metre's worth of donor metal was grafted to each side, with both quarters tied together using a wagon rear pan and bumper, pulling

I LIKE SUBTLE CHANGES BUT DIDN'T WANT IT TO DATE QUICKLY EITHER. THE TILT FRONT ISN'T OBVIOUS WHEN IT'S CLOSED AND THE REAR END LOOKS FACTORY ENOUGH THAT IT DOESN'T SLAP YOU IN THE FACE

double-duty to replace the original spare wheel door. The tailgate was sorted using a ute frame wrapped in a wagon skin, to make easier work of the differing hinge arrangements. All body mods were done with a good old oxy welder in true old-school form.

Graham recessed a neat pair of rear pillar windows, before embarking on the removable tilt front. "I had an HR Premier that I used to drag race, so I started toying with fibreglass panels to save weight. Those plans found their way onto the ute, so I ripped a one-piece mould off an HR wreck I had in the backyard." Graham made fibreglass skateboards back in his high school days, so tapped into that experience to create the front you see here. Thirty-three years on, it is still in excellent shape and a testament to his handiwork. "I fabricated the tilt and slide mechanisms from scratch – it had to clear the doors and be able to be opened by only one person if required – and uses HR sedan boot latches to lock it into place."

An HD front pan and two-inch-narrowed, free-floating grille rounded out the body mods, before the ute was lavished in Ford Hermitage red by Graham's high school mate, Andrew Csaszar. Yes, that 1982 paintjob is still worn today.





BELOW:

A one-piece 'glass front was fashioned by taking a mould – which Graham still has to this day – off an HR wreck languishing in his backyard. He also popped out a few other fronts in the 80s, but the only known survivor is fitted to Paul Murray's Iron Man HR that we featured in *Van Wheels* 11 (SM, Jun '15)

ABOVE:

The stout little 283 was good for 400hp with a shot of NOS, but Graham keeps it naturally aspirated these days. A Saginaw four-speed was swapped out for a T5 cogger in the late 80s to improve highway cruiseability, while the owner-made cold air induction system is yet more proof of Graham's fabrication skills





1



2



6

A HERO REMEMBERED

1

Graham has long been an HR fan, and here he is lined up at Heathcote in 1980 with his HR Premier sedan. "It was the forerunner to the ute, and ran low 14s with a triple-Webered six-cylinder. I came home with \$25 in prize money that day!" he laughs

2

Before the likes of Photoshop, we actually had to cut and sticky-tape real photos together for mock-up ideas. "I took a picture of my sedan, trimmed it down to a ute and chopped the roof," Graham says. "I actually had the real thing marked out and ready to cut, but couldn't find a new hacksaw blade so left it to the following day. Lucky I did, as I woke up to find I'd had a serious change of heart"

3

It messes with your mind like a Magic Eye illusion! With the right side more-or-less sorted, this pic makes for an interesting comparison between the 'new' and 'old' tail treatment

4

The HR was sprayed in Hermitage Red by Graham's good mate Andrew Csaszar. "I made up the light set in the hope it would aid the longevity of the paint," Graham says. The fact that the same paint still looks great 33 years later says he was on the money

5

Some more early 'Photoshop', this time for an HR coupe idea that GC has had brewing for some time

6

An iconic sight. The HR is well remembered from its Canberra days being driven sans tilt front. It not only looked wild but helped greatly in keeping things cool during burnout sessions

7

Back in '94 Graham and the HR rustled a few exotic feathers by entering the Grand Prix rally and achieving a creditable finish in the Top 20

8

In 34 years the HR has never been a trailer queen, and even saw boat ramp duties on a number of occasions. "I've driven it to Canberra 13 times, Sydney once and Adelaide twice, clocking up 85,000 kays so far," Graham says. "Before I fitted the T5, I even used to swap diff centres in Canberra for the driving events. But for the trip home, I usually couldn't be bothered changing back to 3.75 so would just scream along doing 100km/h at 4200rpm!"



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3



4



5



HIGHLY REGARDED

Use the free **viewa** app and scan this page to see our chat with Graham about his HR



7



8



BELOW:

Now that's what you call an HR utility! The tail graft is a clever morphing of both wagon and ute parts, but a lot of custom work was needed to make it fit properly. "I've only just recently added the Premier trim; the garnish and stainless moulds needed plenty of tweaks to fit the ute-type tailgate. I actually had to make five one-off pieces to keep it looking factory"

ABOVE AND RIGHT:

The Premier buckets and interior surfaces were trimmed by Motorcraft back in '82. The subdued use of brown velour and carpet really helps the Hermitage Red exterior to pop, while additional Smiths gauges and Luke harnesses are all business. An LE Monaro steering wheel sits atop a UC Torana column, with Pioneer tunes at hand to while away the highway miles





A 283 Chev was chosen and breathed over to create a grunty little unit. The standard block was filled with a forged steel crank and a host of Speed Pro goodies, while a hydraulic Sig Erson cam makes good use of the factory-option 'Power Pack' cast heads. A 650 Holley carb and Edelbrock intake round out the top end, along with an owner-made forced air induction assembly.

The twin-point Mallory distributor (remember them?) still provides ample spark, while a four-row forklift radiator and twin fans take care of cooling duties.

The exhaust uses custom extractors that feed back to a twin two-inch stainless system.

"This engine was originally planned as a stop-gap measure, just to get the car engineered and on the road, but three decades later it's still there," Graham says. "I ran multiple bottles of NOS through it in the late 80s, which did some minor damage, so it received a freshen-up in 1990 by another mate, Victor Pace."

A Saginaw four-speed survived many burnout encounters before being replaced with a spankers fine-spline T5 in '89 – chosen for its 38 per cent overdrive to better suit the 3.7-geared nine-inch on highway runs.


An owner-modified front crossmember was used for sump clearance – remember there were no conversion kits back in those days – while the steering consists of an LH Torana rack topped with a UC Torana column.

Front brakes are HT Monaro assisted by a remote VH40 booster, with the original Fairlane drums retained for the rear.

Keen-eyed readers may have noticed the different wheels; satin-finish 15-inch Center Line Auto Drags are a recent addition and measure in at 5.5- and 8.5-inch widths.

The interior was trimmed back in '82 by Motorcraft, who covered the HR Premier buckets and adjacent surfaces in a mix of brown velour and carpet. An LE Monaro wheel, Luke harnesses and a brace of six Smiths gauges add a racier element to the cabin.

With a relationship spanning 34 years, does Graham have other changes on the horizon? "Well, I've finally finished the tailgate conversion," he laughs. "I've had the Premier garnishes and stainless moulds sitting around for decades, and sorted it back in April."

"I have a six-litre engine that may find its way on board, and if that's the case, I'll respray the firewall and front subframe in body colour to tone down the amount of black. There's some Connolly leather here that would update the interior trim, but the car is still in such great condition it seems a shame to change it." 

I'VE FINALLY FINISHED THE TAILGATE CONVERSION. I'VE HAD THE PREMIER GARNISHES AND STAINLESS MOULDS SITTING AROUND FOR DECADES

GRAHAM COWLEY
1966 HOLDEN
UTILITY
Colour: Hermitage Red

ENGINE

Make: Chevrolet 283ci
Block: Factory
Crank: Forged steel
Pistons: Speed Pro
Carb: Holley 650 4bbl
Intake: Edelbrock Performer
Heads: 283 Power Pack cast

Cam: Sig Erson hydraulic
Ignition: Mallory twin-point
Cooling: Four-core forklift radiator, thermo and mechanical fans
Exhaust: Custom headers, twin 2in stainless system

DRIVELINE

Gearbox: T5 fine-spline manual
Diff: Ford nine-inch, 3.7 gears

UNDERNEATH

Front: HR crossmember, LH rack, UC column
Rear: HR, seven-leaf
Shocks: Leslie (f & r)
Brakes: HT Monaro discs (f), Fairlane drums (r)

WHEELS & TYRES

Rims: Center Line Auto Drag; 15x5.5 (f), 15x8.5 (r)
Rubber: Wanli 195/55 (f), Hankook Dynamic 265/50 (r)



WINTER SOLDIERS

OLD WARHORSES NEVER DIE, THEY JUST GO FASTER!

STORY POVI PULLINEN PHOTOS NATHAN JACOBS, STEVE NALLY & PP







DURING the winter months, some punters lock up their beasts in the hopes of racing in better weather, but there are always those who brave the dark, freezing mornings for the reward of turning a wheel in anger.

One such congregation of diehards meets at the annual Historic Winton. The event, now in its 39th year, is put on by the Austin 7 Club of Victoria and runs over the last weekend of May at Winton Motor Raceway in rural Victoria.

The temperature at 2015's Historic Winton was near-on freezing, but irrespective of the cold weather and the forecast of rain for the entire weekend, a hefty crowd still made it through the gates to settle down with fold-out chairs, Driza-Bones and sausage sangas in hand to enjoy the celebration of historical machinery and to watch many hours of fervent racing.

Competitors at the event are split into classes that group period-appropriate cars together; everything from pre-1930 sports cars to pure-bred Formula 5000 race cars. All of the racers seemed competitive and pushed their cars to the limit, irrespective of their price or rarity and the less-than-ideal racing conditions.

Bumper-to-bumper racing, late braking and a healthy bit of paint-trading across the classes kept the punters glued to their chairs, occasionally cheering as a risky dive paid off or a competitor ended up in the sand.

For tin-top-racing fans, Group N is always a highlight of the weekend, and true to form, the two heats and the final didn't disappoint. Winton veteran Denis O'Brien dominated in Darryl Hansen's '69 Mustang, taking pole and wins in all three races. Hansen, giving his new '68 Mustang only its second outing, kept O'Brien honest, with second placings in

two races and a sixth in the final. With more development, it will be the car to beat in this category.

Behind the big guns, Cortina GTs and RS1600 Escorts brawled with Toranas, a Beetle and an FJ Holden. And, as always, rapid little Cooper S pocket-rockets made a nuisance of themselves right through the field.

Parade laps split up the busy race schedule to celebrate milestones in automotive history. 2015 saw many marques celebrating anniversaries in Australia. Large numbers of cars cruised around the racetrack to celebrate such notable things as 90 years of Ford Australia, 100 years of the Morris Cowley, the 50th birthday of both the XP Falcon and HD Holden, and even 60 years of the Toyota Crown.

Aside from racing in a traditional start-to-finish format on the weekend, some entrants

BUMPER-TO-BUMPER RACING, LATE BRAKING AND A HEALTHY BIT OF PAINT-TRADING KEEPS THE PUNTERS GLUED





ABOVE: Nick Crocitti's '34 roadster was out flying the flag for hot rodders. "I originally built it for Chopped, but then some mates got in my ear about trying some hillclimbs and sprints. It started out as a '36 chassis that was supposedly once part of a speedway car around the Shepparton area. I shortened it, pinched it at the front and put a 'glass back on it. I fabricated the rest. The driveline is a 400hp 283, with a Top Loader and gin, all built out of spares I had lying around"



This 1921 GN Sports Touring cyclecar, owned by Jeremy Morris, competed in regularity trials over the weekend. Designed to weigh less than 200kg and reach over 100km/h with a JAP air-cooled V-twin motorbike motor, it would have sure been a scary ride considering the steering is cable-operated!





ABOVE: Norm Hardinge's Lincoln V12-powered '34 coupe finally has road rego and Norm is making the most of it! With a salt racing-style chop inspired by the Pierson Brothers' coupe, it was cool to see it running around without a hood, showing off the awe-inspiring flathead Lincoln V12



BELOW: And when it comes to fitting Lincoln V12s into hot rods, Norm's mate Rod Hadfield has been there and done that – and with a GM blower helping things along. Rod and his wife Carol did an epic tour of duty in the US in the Model A in 2005, winning awards and admirers from coast to coast





The Howling Humpies Holdens is a club formed to celebrate the racing history of humpies. The members of the club restore and maintain speedway-spec FX and FJ Holdens, as well as construct historically correct replicas. They 'race' across the state at numerous speedways and tracks and put emphasis on having fun and sharing their passion for old humpies



BEHIND THE BIG GUNS, CORTINAS AND RS1600 ESCORTS BRAWLED WITH TORANAS, A BEETLE AND AN FJ HOLDEN



Denis O'Brien started racing early-model Holdens at Winton in 1964. He's been at most of the 39 Historic meetings held at the country Victoria circuit, and he scored pole and won all three races in his mate Darryl Hansen's '69 Mustang. "For a small track, Winton is reasonably fast and flowing and very challenging, but very rewarding when you get it right. As John Bowe always says to me: 'The slower you seem to go, the faster you go', because you just have to get everything right"





This ute, known as the Dutton Work Car, was converted from a wagon and used as a work vehicle for Dutton of Melbourne in the 70s. The conversion was said to be relatively simple, as the roof unbolts from the body. It was cut at the B-pillar and had its own C-pillar grafted on to form the back of the cab. The original rear door skins and tailgate remain intact



Built by Craig Smith at Vintage Racing Services (VRS), Darryl Hansen's two-meetings-old '68 Mustang packs a screaming 302 Windsor that makes nearly 600hp at 8500rpm. "We've put all we learned with the '69 Mustang into the '68, but we are still fine-tuning it," 69-year-old Hansen said, adding that the car was geared too low for Winton. "It was like a wild horse," he laughed





CROWDS CIRCLED A FEW INCREDIBLY RARE CARS, INCLUDING A CITROËN DS THAT HAD BEEN CONVERTED INTO A UTE

may compete in what is known as regularity trials, where the driver nominates a time in which they expect to complete four flying laps. Whoever completes the laps closest to their nominated time is the winner.

Winton runs trials over 15 minutes on the track, leaving plenty of time to get into the groove and clock four fast laps – even for the slower pre-war and vintage cars that frequently participate.

With classes running between five and eight laps, the quick turnover keeps everyone engaged and makes the pit area a hive of activity, though the drivers and mechanics don't seem to mind chatting to the public while simultaneously swinging spanners. Set-ups in the pit area range from old-fashioned shade-tree stuff to high-dollar rolling workshops.

A stroll through the pits provides a great chance to inspect your favourite cars up

close, as well as to learn some history from the owners, who are more often than not eager to chew your ear off with all kinds of nerdy info. In fact, you could stay there for hours, if not for the roar of vintage engines on the track to remind you there was actual racing going on less than 100 metres away.

The static entertainment doesn't end in the pits, with two show 'n' shines on the grounds teeming with all kinds of classic, rare and obscure cars to look at. The Howling Humpy Holdens were out in force in the upper paddock, displaying several of their historic race cars and re-creations in the corner of an area filled with everything from Model A Fords to 80s Porsches.

Crowds circled a few incredibly unique cars, including a 1975 Citroën DS that had been converted into a ute, and a group of GN and Frazer-Nash cyclecars powered by chain-driven

JAP V-twin bike engines. Something could probably be found for your most secret fetish!

If weird and wonderful isn't your thing, the lower paddock (near Turn Five) boasted an expansive classic and chrome-bumper car show on the tarmac, with immaculate Aussie classics as well as some tough streeters and hot rods. A vintage tractor and bus/coach display rounded out the back corner.

Despite the occasional rainfall and cold temperatures, everyone was friendly and carried the traditional gentlemen's spirit of racing throughout the weekend. This made the event a highly enjoyable exhibition of both historic racing and its greater community.

If you enjoy watching competitive racing, the screech of crossply tyres or the smell of high-octane fuel, then put down the 40th annual Historic Winton in your diary as a must-do. 🏁





STORY SIMON MAJOR PHOTO CRISTIAN BRUNELLI

FAST-TRACKED

FROM 70S FACTORY MUSCLE TO 80S WILD CUSTOM
AND NOW A MODERN-DAY TOUGH STREETER, GEORGIO
LAFAZANIS'S R/T CHARGER HAS BEEN THERE, DONE THAT,
AND IS NOW SET TO RUN 12S



THIS tough Hemi-six-powered Charger has been part of Georgio Lafazanis's family for nearly 40 years. "My father Nick bought it as his first car in 1976," 30-year-old Georgio explains. "It was a genuine two-barrel R/T, but it was already modified by the time Dad got it."

That's for sure – the two-barrel running gear had been replaced with a complete E48 driveline, including a triple-Webered 265, close-ratio four-speed and Dana LSD, while the body had been treated to a GT Falcon bonnet and side scoops, a spoiler and a pair of Thrush sidepipes. Super-cool stuff for an 18-year-old P-plater back in the day.

Nick's magenta Charger strutted around in this guise for a few years until someone dinged the front guard – just the catalyst that he needed to go full porn star.

"Dad fitted a Concorde front, Daytona rear wing and A9X-style bonnet scoop," Georgio says. "The magenta was gone in favour of metallic brown with gold flake, while the traditional black R/T interior was retrimmed in dark brown velour. I guess it was the in thing!"

Indeed it was. By the end of the 80s, though, Nick was having a change of heart. The Charger was stripped bare for an original-style resto, but family and business priorities saw it relegated to the backburner for a number of years.

"As a young bloke of nine or 10, I'd scour car mags; it wasn't long before I realised what we had collecting dust in the shed," Georgio says.

"The Konstandinou brothers, Michael and John [later of ICE Ignition and CHI fame respectively], along with their mate George Germanos back in the Hemi Heaven days, would always be tinkering in their garages so I'd float around and help where I could. Their Hemi-powered LC was a tough car and left a huge impression on me. So I asked Dad if I could build the Charger and he was like: 'No problem.' Easy as that!"

Nick and Georgio gathered up boxes of the original parts, then Georgio spent the next couple of years buying new pieces and saving coin before kicking off with the body and paint. "I was 18 and jammed full of youthful enthusiasm," he says. "It wasn't long before I'd stripped the old paint by hand, sandblasted the floorpans and undercarriage, and laid on etch primer."

The car was delivered to longtime family friend Andrew Hutchinson, who weaved his magic on the body and paint. "Andrew has been involved in the hot rod and classic scene for many years and knows his stuff, so I'm grateful for his help."

"We worked on the shell usually once or twice a week for two years, often into the early hours, repairing rust in the usual Charger spots – the floor, plenum, sills – before finishing the car in Spartan acrylic lacquer."

The magenta paint the Charger now wears is the factory colour the car started life with. Back in the day it added a serious US muscle flavour to our local Mopar product – the Ford and Holden blokes can keep their greens, oranges and yellows!

1: The Charger as Georgio's dad had it early on, beside his mate Chris's Monaro. Falcon scoops, spoilers and Thrush sidepipes were hot-ticket 70s bling. "Dad lost one of the sidepipes on the old South-Eastern Arterial Road and never bothered to replace it," Georgio says. "He saw it in the rear-view mirror spinning lane to lane, shook his head and just kept going!"

2: The initial 265 ran a 13.04@106mph best, but Georgio's hoping for low 12s now that there's a healthy jump in horsepower and 4.11 gears on board. The old E48 engine and Dana diff have been safely tucked away and will soon be joined by the matching four-speed: "I don't think my aggressive right foot/left foot/left hand race actions will see it hold together much longer," Georgio laughs, "so there's a Top Loader conversion ready to go in"

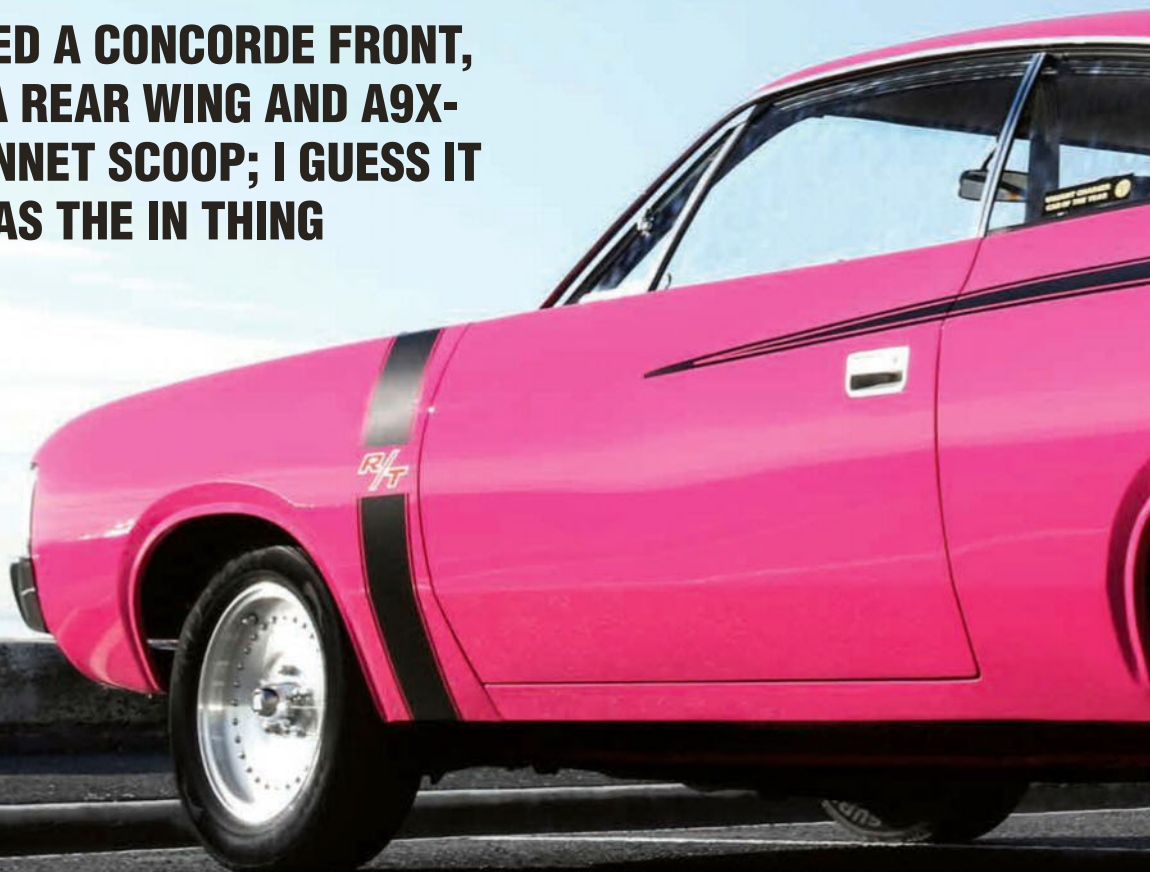
3: A dinged front guard was enough for Nick to embark on a custom makeover. An Arcadipane Concorde front – yep, they made them for Vals too – was fitted with a Dayton-styled rear wing, along with a respray in brown with gold flake. The interior was retrimmed in matching diamond-tuft brown velour!

DAD FITTED A CONCORDE FRONT, DAYTONA REAR WING AND A9X-STYLE BONNET SCOOP; I GUESS IT WAS THE IN THING



HEY CHARGER!

Use the free **viewa** app and scan this page to see our interview with Georgio and drive footage of the VH





LAFAZANIS
265





GEORGIO LAFAZANIS
1971 CHRYSLER
VALIANT R/T
CHARGER
 Colour: Magenta

ENGINE

Make: Chrysler 265
Block: Factory cast-iron
Crank: Stock, balanced
Induction: Triple 45mm
 Weber sidedraughts
Intake: Factory R/T

Head: CHI alloy, ported
Valves/Springs: Ferrea;
 Iskenderian

Camshaft: Crow custom-
 grind solid

Lifters: Crane

Pistons: JE

Ignition: ICE distributor,
 leads, coil and 6A two-
 step ignition box

Cooling: Three-core
 radiator

Exhaust: Hurricane

1.75in primaries, 2.25in
 secondaries, single
 3in system

DRIVELINE

Gearbox: E48

single-rail four-speed

Clutch: Daiken
 Sports Tuff

Diff: Borg Warner
 four-pin LSD,
 4.11 gears, Moser
 28-spline axles

UNDERNEATH

Front: Chrysler torsion bar

Rear: Factory leaf spring

Steering: Rebuilt factory

Brakes: Valiant VH discs
 (f), Valiant drums (r)

WHEELS & TYRES

Rims: Center Line Auto
 Drag; 15x6 (f), 15x8.5 (r)

Rubber: Nankang
 195/75 (f); M/T ET Street
 255/60 (r)

THANKS

My wife Jamie;
 Dad, Nick; Chris Dinos,
 Chris' Porting Service;
 Andrew Hutchinson,
 body and paint;
 Tony at TJ's Wreckers;
 Jim, Terry's Motor
 Trimming; Michael
 Tsoumaris; George
 Fillipidis; Emmanuel
 Kapsaskis; James
 Kariotakis



IT HAS PLENTY OF GRUNT AND HAS UPSET A NUMBER OF V8S TOO, WHICH IS ALWAYS A BONUS



ABOVE: The arrow-straight bodywork, luscious magenta paint and R/T blackouts are the handiwork of family friend Andrew Hutchinson. "Andrew deserves massive thanks," Georgio says. "He went above and beyond." The quality of the build hasn't gone unnoticed, with Georgio scooping plenty of first placings at some of Australia's top Chrysler shows

ENGINE: The Chris Dinos-built Hemi 265 is a punchy bit of N/A gear that has seen 385 horses on the Dandy Engines dyno. "The Webbers are the original E48 triple 45mm carbs that Dad bought with the car," Georgio explains. "It really needs more carburetion, so we'll be fitting 48mm replacements soon in the hope of cracking 400hp"

INTERIOR: The black interior took a wild detour early on in life with a re-trim in brown velour. Georgio collected the necessary goodies to return it to stock, with the help of Jim from Terry's Motor Trimming. A selection of Auto Meter gauges help monitor the non-factory action under the bonnet

The restored shell made its way home, and so began the tedious task of reassembly. The custom dark brown velour interior was not quite in keeping with Georgio's plans, so Terry's Motor Trimming was entrusted to return it to factory specifications. Black vinyl and carpet feature throughout, with the only deviation from stock being the addition of some necessary Auto Meter gauges.

You see, where Georgio swayed from the resto path was with the driveline. Sure, it still runs the factory-styled Hemi 265, but a factory two-barrel Carter carb never got a look in.

"The first 265 I fitted ran the original E48 45mm Webbers and was good enough for 327hp and 345ft-lb. It netted the ol' girl a 13.04@106mph best with 3.27 gears and a gentle 2.1sec 60-foot time."

The drag racing bug chomped Georgio fair on the arse, so last year he called on his good mate Chris Dinos of Chris' Porting Service to screw together a stouter version of Oz's most famous six-cylinder.

The factory saw fit to use a seven-main-bearing crank, so a standard block and bottom end is plenty tough, but a full balance job. ARP fasteners, stud girdle and mild grout-fill were added to be on the safe side. JE pistons round out the short assembly, while a custom pump and ASR sump take care of the oiling duties.

A custom-grind solid Crow cam was dialled in, and works in conjunction with Crane lifters and Jet Engineering pushrods. The cylinder head is a droolworthy CHI alloy job, ported and fitted with

Ferrea valves and Iskenderian springs.

A full ICE ignition system handles the spark, which along with the CHI head allows Georgio to pay homage to the guidance offered by the Konstantinuous early in the piece.

Hurricane extractors, along with a single three-inch system, take care of the exhaust.

This new combo blasted out a healthy 385hp and 365ft-lb on the Dandy Engines dyno, with a resultant 322rwhp fending off some stiff competition to win the six-cylinder class at this year's Chryslers On The Murray.

"It's under-carbed at the moment so a switch to bigger 48mm Webbers and refining the tune should see it pump out around 410-420hp," Georgio says.

The current single-rail four-speed is hanging on by a thread, so a Top Loader conversion is on the cards. The 3.27 gears have also been swapped for 4.11s with Moser axles in preparation for more strip time.

"I'm hoping to dip into the low 12s, which would be awesome," Georgio explains. "I couldn't be happier with the new combination. It has plenty of grunt and has upset a number of V8s too, which is always a bonus!"

And what does Dad think? "He loves taking my mum Niki for drives to reminisce about the early years. I was storing it at their place, so would go over to take it out and sure enough, the garage would be empty. So yeah, he's proud and he's excited!" Georgio laughs.

TECH TORQUE

STORY SCOTT TAYLOR PHOTOS NATHAN JACOBS & ST



SHAPE SHIFTING

> KUSTOM GARAGE SHOWS US WHAT GOES INTO MAKING THE UNIQUE QUARTER PANELS ON SHQRP, PETER SHARP'S WILD MONARO BUILD

THE art of hand-forming sheet metal into complex shapes almost seems like black magic in this age of high-volume production and exotic materials. But thankfully there are those among us who still know one end of an English wheel from the other and aren't scared of a planishing hammer.

Which brings us to Jamie Downie and Nate Browne from Kustom Garage in Melbourne's eastern suburbs. They're pumping out metal magic every day of the week, and aren't afraid to tackle the big jobs. One of their biggest in the past year has been creating the rear quarters and door skins on Peter Sharp's SHQRP Monaro; a project that was sub-contracted out to them by the guys at Taree's Down Town Kustoms (DTK).

DTK has been transforming this HQ Monaro


into a wide-body supercar for well over 12 months now, and stripped the shell right down to its skeleton. We've covered some of the previous work in *SM*, June and July 2014, but since then the guys have moved on to the massive rear quarters. Creating these from scratch is difficult enough, but ensuring they are exact opposites is a huge job, so DTK farmed it out to Jamie at Kustom Garage.

"At the time they didn't have the equipment for a job of this size, so we got the call," Jamie says. "Graeme came down with one of the original quarter panels off the car and together we spent a week working to create the shape that they wanted."

Once they had the shape sorted, Jamie and Nate created a wooden buck out of thick plywood

and used that to make reversible paper patterns and templates so they could transfer the shapes to flat steel sheet and get the job underway.

"This isn't the only way to do this job; it's just the way we've gone about it," Jamie says. "We could create the panel out of a single sheet, but the piece would be so big and difficult to work with that you wouldn't be able to use any of the machines, so it would take too long. For me it's all about getting the job done."

This story isn't so much a step-by-step guide; it's more a showcase for some of the processes involved in the 350-hour job of creating the buck and the rear quarters and door skins for both sides of the car. If it tweaks the creative part of your brain, so much the better. Start hammering! 



1



2



3

1: When we joined the boys at Kustom Garage they had already finished the passenger-side rear quarter and door skin on SHQRP. The original job was to do just the quarter, but the door skins then needed to be redone to smooth the transition from front to rear

2: Jamie and Graeme worked together to create the sample quarter within a week. They use that to create the wooden buck, and form the two quarters that will eventually go on the car

3 & 4: The wooden buck outlines the shape of the rear quarter and is reversible by swapping the pieces from one side of the backing board to the other



4



ABOVE: Paper patterns were created off the original sample panel. They show the size and shape of each piece and are held in place by small magnets. When laid on a flat piece of sheet steel the pattern is used to outline the shape of each section



5



6



ABOVE: The boys use an air nibbler to cut out the rough shapes quickly, staying well outside the masking tape boundary. The size of the main sheet makes it too hard to cut the pieces out with any kind of precision at this point



7

5: Jamie uses a pen over the top of the paper templates to score out the shapes of the four separate pieces that will make up the rear quarter, while Nate uses masking tape to show the lines clearly

6: Here are the four pieces marked out on a fresh piece of 1mm CA3-grade steel sheet. Creating the rear quarter out of one single piece is possible, Jamie says, but would be much harder to manage due to its unwieldy size

7 & 8: Hand shears are used to cut away the excess from each piece. Doing this by hand is time consuming and tiring, but the precision is worth it. Then the tape is peeled away and the edges are filed



8



ABOVE: Here are the four pieces in a flat arrangement as they will sit relative to the HQ. There's a stack of work to be done to create the necessary curves and body lines – time to bring in the big guns



9



10



11

9: The biggest metal-shaping tool in Jamie's workshop is Yoder, a 1942 power hammer weighing in at three tonnes. It does the same job as an English wheel – shaping panels – but uses a cyclical up-and-down motion controlled by a speed-sensitive foot pedal. Definitely requires ear-protection!

10: Remember the paper patterns? Well they have measurements all along them that correspond to points on each panel, and these cardboard templates are used to check the shape of the curves

11: The buck also comes in handy for holding pieces in place. Here, Jamie has the top of the rear quarter fixed in the correct position while he works the back corner into shape

12: From there it's back to Yoder to shrink the metal of that same back corner. "Other than speed, this is the main advantage of a power hammer over an English wheel," Jamie says. "You can stretch metal with an English wheel, but you can't shrink it"



12



13



14



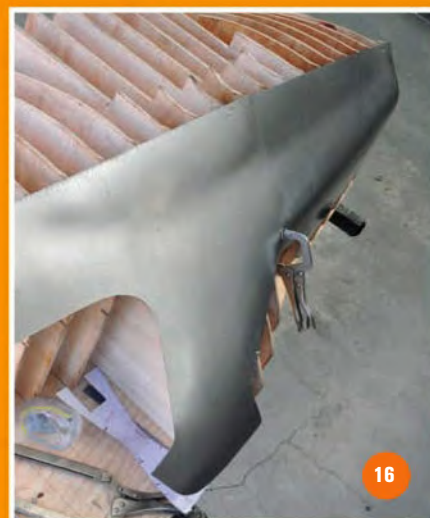
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13: The Pullmax can do all kinds of things depending on the dies used. In this case Nate is making a fold line on the edge of the panel. Like the power hammer, the bottom die is stationary while the top die rapidly cycles up and down

14: Not everything can be done with power tools; there's still plenty to do with the good old hammer and dolly. The bag on top of the panel, filled with lead shot, helps hold the piece in place

15: The shrinker/stretcher does exactly what you think. Two pairs of jaws clamp on the edge and pull away from each other to stretch, or push towards each other to shrink, which helps make curves in panel edges

16: With the two top pieces roughly in the correct shape, they're screwed to the buck in preparation for welding together. The two bottom pieces will also be welded together to create an upper and lower section



16



17



18

17: With two halves bent, beaten and pressed into shape, they're screwed to the buck and the overlapping material is removed. Any remaining excess is trimmed away with hand shears so the two halves butt up against each other

18: Now the pieces are carefully TIGed together, with the buck holding them in place. Jamie likes to tack the panels

together first with no filler rod, then he goes over all the joins with the rod

19: And here we are, the first time the rear quarter is together as one single piece, but there's plenty left to do. The boys don't grind the weld off; they work it with a hammer and dolly and then smooth it flat with an adjustable body file



19



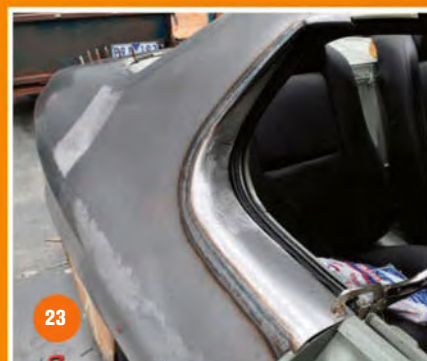
20: Time to test-fit the panel to the car. It's really starting to take shape now and you can see where the custom bumper has been recessed into the rear, requiring some modification to the panel

21: The bumper recess is clamped into place prior to welding. Because of the shape, the recess has been created separately and needs to be welded in. As before, Jamie will tack the piece into place using the TIG without filler

22: This is precision welding. There's no point dumping excessive heat into the panel, especially with a non-structural piece like this. That just creates more work; they don't grind the welds smooth for the same reason

23: The last piece of the puzzle is the rear window sill, which has to be formed separately before it's welded into position. Imagine trying to create all those curves while wrangling the whole panel around

24: Hammers, dollies and body files are the tools of the trade when it comes to finishing off the sheet metal. But you'll need a whole lot of experience, skill and patience to create metal magic like you've seen here



ABOVE: And here's the finished product – or finished from Jamie's end, anyway. The whole job – from creating the buck to the completed rear-quarters and door skins – took 350 hours, or to put it another way, nine weeks of eight-hour days full-time

19th & 20th September 2015

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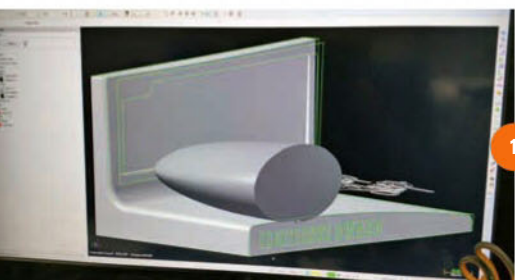
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1



2



3



4

1. Solid modelling allowed Bliss Machining to see what the finished trophy would look like (including surface finish) from any angle

2. The base and rear upright were fashioned from two separate pieces that were permanently bolted together

3. Whittling chunks of solid aluminium into custom pieces like the Laurie Starling Excellence trophy is Bliss Custom Machining's specialty

4. Early tool passes left the surface quite rough. While finishing passes smoothed these out, the surface was deliberately left with fine machine marks. Only the 'egg' section was polished to a high lustre – by Mr LeBrese himself



STAR QUALITY

> WE TAKE A BEHIND-THE-SCENES LOOK AT THE MOTIVATION, DESIGN AND MANUFACTURE OF MOTOREX'S COVETED NEW LAURIE STARLING EXCELLENCE AWARD

THE news of Laurie Starling's death on 24 July 2014 devastated Australia's modified car community. At just 29 years of age, Laurie had already achieved so much and forged a reputation as a gifted and innovative fabricator, even drawing praise from legendary US designer and builder Chip Foose.

As the driving force behind Henry Parry's incredible FB Holden – a 2013 Summernats Grand Champion and 2014 Street Machine Of The Year, no less – the depth of Laurie's talents as a custom car designer and project manager were plainly evident.

Laurie was also on both the MotorEx and Summernats judging teams, where he "brought knowledge and skill [to the job] and quickly became an integral part of both teams," according to chief steward Owen Webb.

On top of all this, Laurie had built The Chop Shop, in Gosford, NSW, into a successful business, and was admired by his peers for his positivity and willingness to offer encouragement and advice to anyone.

There's no doubt that Laurie's tragic passing stole one of our sport's rising stars.

THE AWARD

TO ENSURE his legend lives on, this year's Meguiar's MotorEx introduces the Laurie Starling Excellence Award. Given Laurie's strong bias towards engineering and driveability, it's only fitting that the award will be given to a vehicle that reflects those attributes.

There is no formal application process, with vehicles from the Superstars, Street Elite and Pro Comp categories all being eligible. A select group of Laurie's judging peers will determine the award candidates, before assessing each car in terms of engineering, overall look, stance

and quality of workmanship. The winner will take home \$5000 in cash and have their name engraved on the striking billet trophy, with Laurie's father Robert and brother Jamie on hand for the presentation.

THE TROPHY

WEIGHING in at a hefty 10kg, the perpetual Laurie Starling Excellence trophy is an imposing bit of gear. When Owen Webb initially announced the award, Australian custom car icon Adam LeBrese volunteered to design a befitting trophy, while Andrew Ruhland from Bliss Custom Machining offered to look after manufacturing.

"Laurie was a pretty creative and exciting builder," Adam says, "and I felt the trophy needed to reflect that. At the same time, I didn't want the trophy itself to overshadow his memory. In the end I went for a very simple, elegant design that still tells people all it needs to."

"We took Adam's hand sketch and began rendering it using our CAD software," Andrew says. "It took about four hours to finesse the design, add in all the curves and create a solid model. Then another two hours or so to generate the tool path program."

Once Adam had signed off on the design, it was off to the CNC.

"There were more than 10 separate machining steps," Andrew says. "All up, machining took a good eight hours, with much of it done after-hours over a period of two weeks. It was a lot more work than Adam or I expected, but we're both happy to put in the hours."

Everybody involved in the project is extremely pleased with the finished result, and believe it's destined to become one of the Australian automotive industry's most coveted awards. ■



DIRTY STUFF

WILLIAM PARKER

SOMETIMES, you run across low-speed hazards in the most seemingly innocent of places. About once a fortnight, I go to town and buy stuff to keep me alive and functioning so I can write words like this, and work on blokes' mechanical problems with their street and race machines. So I drove to the local shopping centre and found a clear bay in the lower level of the concrete car park, got out with my shopping list, and then heard this tearing metal screech, followed by a loud bang.

Zippered the head around to see what in hell had made that ominous noise, figuring some nong in another vehicle had rammed a car, and just 10 metres away I saw a bloke I knew sitting in his AP6 Valiant wagon with a stunned-mullet look on his face, while his missus was full-on hysterical and a growing pool of rich black oil was spreading out from under the front of their car.

I had helped this guy in past years when he was reworking his low-mileage wagon. He threw away the old slant-six by Chrysler and dropped in the upright Hemi-headed six out of a later VG Valiant, cutting and shutting the wider front crossmember out of that sedan to provide engine mounts and better brakes, and fitting the higher-ratio V8 diff centre to lift the gearing. Which, with the extra grunt from this more efficient six-pot engine (improved through fitting a mild hydraulic cam, 350cfm Holley and a decent set of pipes), made for a great cruising machine. Shiny wheels, spectacular paint, fat rubber and a monster sound system completed the package.

Now, though, he was in total deep shit.

What he had done when he wheeled the machine into a bay was to first totally misjudge the length of that parking slot, then arrive too quick and bounce straight over a concrete wheel-stopper log, smashing the front of the worked AP6 onto a raised piece of pavement that led to the foot of the escalators. As he had also got the ride height of his machine down a fair way, the end effect was to rip out the exposed sump plug and dump hot oil all over the car park bay. Poor bastard.

Knowing the bloke reasonably well, I wandered over just as he got out to paddle in the spreading oil pool, bending down to look at the damage and saying, "Shit, shit, shit!", but as we both knew damn well, their shopping day was now stuffed and all he could do was organise a truck and listen to his missus giving him heaps about the idiot thing he had just done!

But sometimes, the fickle finger of fate steps into your life and creates an unexpected disaster just when you thought everything



BLOODY THOR THE THUNDER GOD LET ONE ALMIGHTY LIGHTNING BOLT RIP... ALONG WITH A FRIED PHONE LINE, HIS COMPUTER HAD COPPED SEVERAL THOUSAND VOLTS

was going along fine. Happened to a mate of mine, who had bought a left-hook Mustang convertible out of the States that was a tad tired. He intended to rip everything down into small pieces, do paint and upholstery and add a new power-assisted hood, as well as convert the steering to right-hand drive.

There were a heap of parts that had built up that car, so as he carefully dismantled the stuff piece by piece he took big heaps of digital photos as he went along, as the Mustang wasn't familiar and he knew those pics would be vital when he had to screw the bits back together.

So he transferred 830 images from his digital camera onto his home computer memory bank – very carefully, as he didn't want to miss anything.

And when he reached the stage where the body had been wet-blasted clean, prepped and painted Candy Apple Red and placed on four trestles, he could go ahead and begin refitting shiny black suspension pieces.

The rear of the 'Stang was about the easiest place to ease into the rebuild, so he got the springs in with Nolathane bushes and slid the new nine-inch across over those. He

had thought about wheel tubs but wanted to stay close to original, so the underfloor was painted Candy Apple as well.

But that hot summer's night, just as he was about to toddle off to the cot, up rolled this bloody great tropical storm. He had been doing stuff on the computer prior to that, checking emails and writing replies, and then shut the box down, not worrying about the approaching storm as he had surge-board protection, and the storm was probably all noise anyway.

He was in bed for half an hour and thinking about what parts he would be able to fit tomorrow, when bloody Thor the Thunder God let one almighty lightning bolt rip that would blow a hole in anybody's underpants. There was one huge splat-fizz and something went kerash and all the lights went out. That was the Telstra phone blowing clean off the wall, and when the lights came back on, they discovered that along with a fried phone line, his computer had also copped several thousand volts and those 830 precious pictures were now black blanks.

And he still can't remember where the multitude of pieces should go. ■■■

ENGINEERING WORKSHOP EQUIPMENT

SPD-25A BENCH DRILL

- 20mm drill capacity
- 2MT spindle
- 16 spindle speeds
- Swivel & tilt table
- 1hp, 240V motor
- Includes light



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 Standard - Drill Press Vice (V125)

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(D144)

BG-8 INDUSTRIAL BENCH GRINDER

- 200mm wheels
- Fine/coarse grit
- Safety stop switch
- 1hp, 240V motor



Order code:
(G161)

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 (Y) 160mm
 (Z) 210mm



PACKAGE INCLUDES:

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 HF-1/2 - Clamp Kit - 58 piece (C090)
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 VK-4 - K-Type Milling Vice (V104)

Order code:
(M649)

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- 230x500mm turning capacity
- 20mm spindle bore
- Quick change gearbox
- Speeds 100-1800rpm
- 0.55kW, 240V motor



Order code:
(L160)

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01 CLUTCH SHOT

PICKING the right clutch kit can be daunting, as it's often difficult to decide which is best for the application. Xtreme Clutch places importance on optimising drivability and performance with all of its kits. This is most imperative with later-model Holdens, where a huge degree of tuneability is available straight out of the factory. For info, call Xtreme Clutch on 1800 258 824.



01

02 THE CABLE GUYS

HOLLEY has added a 90mm throttlebody to its line of cable-driven throttlebodies for LS engines. It eliminates the need for a drive-by-wire throttlebody, while retaining stock low-end drivability. It looks good, is corrosion-resistant and will fit plenty of stock and aftermarket manifolds. Contact APD for more details on (08) 8363 5566.



02

03

03 ALL WIRED UP

HALTECH now offer a range of fully terminated harness kits to suit the popular range of GM LS engines. All kits connect to the factory coil harness and are designed to locate the ECU in the cabin. Harnesses are pre-wired for Haltech's dual-channel wideband kit (not included), and have a fuse and a relay box built in. Priced from \$2920 to \$3495. Call (02) 9729 0999.

04 HUBBA BUBBA

AUSSIE-MADE Commodore hub adapters? You beauty. These hub adapters are made to suit VT-VZ Commodores and can be adapted to early Holdens, Toranas and Commodores. A pair will set you back \$295 and you can pick them up online at www.rodshop.com.au. Better still, give the Castlemaine Rod Shop a buzz on (03) 5472 2853.



05 TOUGH AS NAILS

GET your oil-soaked hands around the recently released Hemi-6 Tough Mounts. They are designed as a straight bolt-in fitment into most Chryslers that run the Hemi six-cylinder, including Valiants and Centuras. Tuff Mounts are 100 per cent captive and ideal for mild to wild engine combos. They are also competitively priced at \$350 per pair. Give them a call today on (08) 8374 0011.



04

06 ROCKETHEAD

AEROFLOW'S small-block Chrysler cylinder heads are designed for entry-level street performance engines. The 75cc chambers make good power between idle and 6500rpm. The heads are made from A356 cast aluminium and are sold as pairs, and they are also available for B/B Chryslers, S/B Chevys and S/B Fords. For further details contact Rocket on (02) 8825 1900.

07 WEIGHTLIFTING CHAMPION

GET beneath your car, safe in the knowledge that it won't crush you, with the XPR-10 clear-floor expandable two-post car lift. Industrial strength – it has a 4.5-tonne lifting capacity – combined with cutting-edge tech, makes it versatile and tough enough for any workshop. You must have a minimum ceiling height of 12 feet, though. Call Levanta on 1300 577 541.

08 BACK TO THE FUTURE

UNLIKE other manufacturers who churn out mass-produced hoops with little concern about perfect PCD or offset, TSW tailors its wheel fitments to every vehicle. The result is a great-looking aftermarket wheel that fits and feels like OE rims. Pictured is TSW's popular Bathurst wheel, which is rotary-forged. It's available in a range of fitments and finishes. Call the lads on (02) 8850 2200.

09 INTO THE MANI-FOLD

THOSE that have re-homed the General's favourite small-block will know that plumbing a turbo LS can be a pain. The boys from Russo Performance have taken that headache away with their range of custom LS turbo manifolds to suit a range of common conversions including VB-VL Commodore, HQ Holden and Japanese imports. Call 'em on (02) 4648 0628.

10 MOTHER'S TOUCH

WANT to prepare for the judges? Then use California Gold Instant Detailer. Its unique formula will clean off fingerprints, smudges and dust, and hide minor imperfections and spider-webbing. Showtime is designed with colour enhancers and shine fortifiers, ready whenever you need your ride to look freshly detailed. Call Mothers on (02) 8853 2900.



05



06

07



08

09



10

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WILD AT HEART

VICTOR BRAY

THE Winternationals have come and gone. We had a much better time this year, though we were a little bit tentative at the start as it was Benny's first time back racing since his accident last year.

We did some testing during the week leading up to the event and saw some good stuff with the new converter drive combination, so we were happy that it ran a 5.97@241mph on its first qualifying run. That showed a bit of promise and it ended up running a 5.91 on the third qualifier, which got us into the field.

In the first round against Pete Kapiris, Benny ran 5.93 to Pete's 5.96. We had a little bit of trouble in the semi-final with the car pulling through the start lights against Paul Cannuli; the car just wouldn't stop rolling. So Benny red lit and we thought we were done. But Paul crossed the centre line, which put Benny into the final against our old mate, John Zappia.

In the final, Zap laid one of his 5.60s on us – he's not a good man to get angry! We were still pretty happy with making it to the finals. We're starting to get on top of things and the car is showing some promise.

In other news, it's been a pretty big week for Australian drag racing – you wouldn't want to be standing in front of a fan with all the shit in the air. Over the past 12 months, or so, there's been a bit of back and forth between ANDRA and the tracks, specifically Willowbank Raceway, Sydney Dragway and Perth Motorplex. Does the sport need this kind of controversy right now? Probably not, but this has been in the pipeline for a while.

To be honest, it's probably been going on longer than 12 months, but it's all come to a head this week. Basically, the tracks sent ANDRA a list of things they'd like to see changed and ANDRA have dug their heels in. I can see both points of view and now that it's all out in the open I'm hoping this can be the first step on the path to reconciliation.

But as I write this, the tracks have announced they will not be taking part in the ANDRA 2015/2016 Championship and that they plan to run their own championship under an ANDRA sanction. So the big question is: Will ANDRA sanction the tracks for these events? If they refuse, it will force the tracks to adopt an IHRA sanction. Which means it's a no-win situation for ANDRA.

If ANDRA do accept this new championship, are the tracks going to continue to push for the removal of current CEO Mal Bulley? They're saying they won't work with Mal, but they still want to work with ANDRA and run under ANDRA sanction. Interesting times and I think there's a lot more to come from it.

The tracks have a very genuine grievance and there are some real directional problems with Group One within ANDRA. There are certainly issues that need to be resolved with members of ANDRA's administration.

I hate to think how this will all pan out, but it's only for the betterment of the sport. Yes, it'll be a rough ride in the short term, but from the point of view of spectators there won't be much difference; except it won't be called the ANDRA Championship. It'll be at the same venues, with

the same event names, at the same times of the year and hopefully with the same racers.

In a nutshell, the big argument over the years has been about who owns what. ANDRA owns the championship, but the championship is just a name given to a group of events run by the tracks. The tracks own the events and they take all the financial risk. So in their minds, they're not getting much back from ANDRA.

The tracks are saying they're loyal to the ANDRA name and brand, but they have some issues with management and staff. As a Group One racer, I feel, along with quite a few others, that the current management has ignored Group One in recent years.

I was never a great fan of Drag Ltd. Racers had no say in it and that always pissed me off. So, hopefully the new proposal will allow racers to be part of the decision making process.

With all this coming to a head in the last 24 hours, it's still too early to know anything. Hopefully we'll know a lot more soon.

It will be interesting to see what happens next and what this new championship will entail. The tracks say they want to make it better, but how? We don't know. They've been pretty critical of the current TV deal and the TV levy that has been collected from the tracks and racers by ANDRA, so it's a fair bet that won't be continuing.

Will we see a live streaming deal like they do with the PDRA in the 'States? It's just fabulous. There are five or six camera angles and roving cameras with reporters and commentary. I hope they go that way, but one thing is for sure, we haven't heard the last about this. ■

IN THE FINAL, ZAP LAID ONE OF HIS 5.60S ON US – HE'S NOT A GOOD MAN TO GET ANGRY



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URBAN WARFARE

MARK ARBLASTER



KING OF THE STREET

> TERRY AND ANITA SENG'S VC IS AUSTRALIA'S QUICKEST STREET CAR

What constitutes a street car? The general consensus is that it needs to have street cred, with a proven record of extended road driving in all conditions; it needs to look streetable and be able to pass basic police scrutiny; and it needs to be quicker than anything else that complies with these guidelines.

One thing's for sure: The title of Australia's quickest street car now goes to Anita and Terry Seng's twin-turbo LS-powered VC Brock replica, with a stunning 7.41@186.79mph (300.61km/h) at the recent Winternationals – and on a street-legal radial tyre.

"We never set out to break records," Terry says. "That was never on the cards. We just did what we do and ran what we ran, and here we are."

It was originally designed for True Street Blown,

but in the final stages was switched to X275 to allow more scope for performance mods.

Under the hood is a 5.3-litre cast truck block with a standard stroke, Lunati crank and Callies Ultra rods with SRP pistons. The heads are L98s off a 6.3-litre, fitted with Ferrera valves, although Terry ran the factory valves and lifters for a long time. Lifters are now hydraulic-roller Morel items, with a Crow roller cam. In recent times, the Cometic gaskets have been upgraded to copper with a beryllium inner compression ring; the Cometics were starting to leak every 10-15 passes on big boost.

Despite spinning to 7800rpm, the engine is running a standard oiling system, with the factory pump upgraded to a Mellings.

"I ran with the Holley Dominator ECU, as I consider it the best value for money in relation

to data logging and engine control," Terry says.

With an estimated 1800hp on tap, the car runs a serious fuel system, with 1500cc Bosch injectors on E85 for street driving, and then a secondary set of 2200cc injectors for race use when the car is switched to alcohol. For start-up the engine uses a Bosch 044 pump T-pieced into a Y-block with a belt-driven Enderle 110 pump running off the crankshaft.

Backing it all up is a Powerglide transmission built by Keith Neal in the USA, with a Sonnax planetary gear-set and a bunch of other good gear including a Coan converter.

The body shell is pretty standard, with a six-point rollcage (with removable intrusion bars), a set of chrome-moly lower control arms – which still retain the spring in the factory location – and standard wheel tubs.



THE TITLE OF AUSTRALIA'S QUICKEST STREET CAR NOW GOES TO ANITA AND TERRY SENG'S TWIN- TURBO LS-POWERED VC BROCK REPLICA

The rear retains the standard shock location, though the bottom mounting point can be moved to different heights. "Because we wanted to run the Pro 275 tyre, it was a neat fit under the rear," Terry says. "As the car launched, the Panhard bar would move the diff around, and with the height of the car we struggled to stop the tyres from rubbing. In the end we went to a wishbone set-up that kept the diff in a central location."

To keep the car street-legal, the control arm bushes are still rubber, although this has caused big issues now that the car is running a staggering 1.17-second 60-foot time. Every 10 passes the front bushes are getting pounded and need to be replaced, or at least checked.

The real gains in the past year have been in the 60-330ft times. "The biggest single change was moving to a beadlock rim, which saw the

car run a 1.23 in the 60," Terry says. "We were determined not to give up until they went a 1.1 without taking any power out on the startline."

The big issue now is getting the car to keep the wheels down; now that it's running quicker than 7.50, it has been logged by ANDRA for not having a floater rear end, which will add another big expense for the team.

"I'd really like to continue racing, but the reality is I have to run a business and a family as well, so I need a sponsor," Terry says.

"I have a VH shell that I'm in the process of giving a full bar-out to keep it safe. I will transplant everything into this car, or get my own engine finished – we have been racing with Anita's engine – and continue racing in X275.

"Ultimately we'd like to fit some bigger turbos and take the car to the USA to run at Drag Week."



PHOTO: STEVE KELLY, RICK WELCH & BLACKTRACK



PLAYING BY THE RULES

> THE STATE OF PLAY WITH ROLLAGE RULES AT ANDRA TRACKS


WITH the increase in safety standards in newer cars, there have been some changes within drag racing's governing authority (ANDRA) in relation to rollcages and tailshaft hoops. Of course, some tracks – such as Heathcote – don't necessarily run to the letter of ANDRA rules, so you'll have more flexibility there if you so wish.

If you run a car that is quicker than 10.99 but slower than 10.00, you can get away with a half-cage (main hoop, rear stays and side intrusion bars). For cars quicker than 10.00, you need a full six-point rollcage (main hoop, rear and front stays, top of windscreen and taxi

bar). For cars produced from 2008 onwards, you can run to 10.00 with no rollcage at all.

You need a tailshaft loop in anything with an engine swap or quicker than 12.99 seconds, unless it is a tailshaft with a factory-fitted centre bearing, in which case there is no requirement.

If you run a full-slick rear tyre, you must run a crossply or frontrunner-style front tyre. With the advent of modern drag radials, it's acceptable to now run a radial front tyre if you are running a Mickey Thompson or Nitto drag radial.

Hoosier drag radials are basically a slick with grooves, and you cannot run a radial front with this or any other slick-based rear tyre, even if it is called a drag radial. 



> CALENDAR

WILLOWBANK

18 JUL Test & Tune
19 JUL All Ford Day
22 JUL Test & Tune
25 JUL Test & Tune
26 JUL Mopar Sunday
29 JUL Test & Tune
01 AUG JP Racing 1/8 Mile Series
05 AUG Test & Tune
07 AUG Test & Tune
08 AUG Test & Tune
09 AUG Nostalgia Drags
12 AUG Test & Tune
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29 JUL Race For Real
30 JUL JDMST EOMM
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08 AUG Performance and Auto Swap Meet
12 AUG Race For Real
19 AUG Race For Real

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25 JUL Round 5 – 2015 Championships
07 AUG Keep Speed off the Streets
21 AUG Keep Speed off the Streets

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BENARABY RACEWAY

24 JUL Off Street Meet
25 JUL CQDRA Champs – Round 5
07 AUG Off Street Meet
08 AUG All Bike 2015
21 AUG Off Street Meet
22 AUG ASPA 2015

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CALDER PARK

18 JUL Vicdrift Practice Day
19 JUL Vicdrift Champs – Round 3
08-09 AUG Fastrack Racing
22 AUG Vicdrift Practice Day
23 AUG Vicdrift Champs – Round 4

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HEATHCOTE RACEWAY

26 JUL Test & Tune

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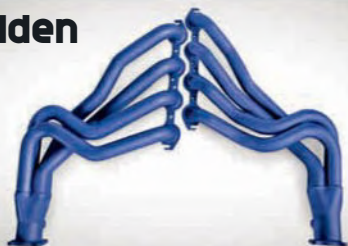
25 JUL Desert Nationals 2015

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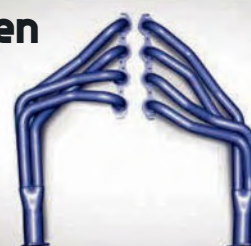
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**Holden
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APSA TOP 10 LISTS

TO GET on the Australian Pro Street Association Top 10 lists fax your time card to Simon Kryger on (02) 9651 4041. See www.austprostassc.com.au.

PRO STREET BLOWN

D Luppino/G Forster	6.69/219.51
Peter Pisalidis	6.83/208.81
Craig Hewitt	6.87/202.03
Steve Athans	6.96/190.08
Karl Wicht	7.26/189.55
Tommy Raikko	7.30/198.82
Paolo Todarello	7.51/186.95
Michael McGrath	7.55/182.01
Nathan Hagerson	7.83/181.57
Adam Smolders	7.90/171.40

PRO STREET UNBLOWN

J Somma/T Papadopoulos	7.93/168.24
Tony Nicolaci	8.01/168.70
Geoff Campbell-Brown	8.10/166.68
Andrew Milford	8.25/163.41
N Dalpi/C Brewer	8.30/162.65
Barry Hall	8.39/160.18
Paul Beauchamp	8.30/156.75
Chris Stevermuer	8.48/158.91
Darren Edwards	8.72/152.92
Darryl Dando	8.91/151.85

MODIFIED STREET BLOWN

Joe Gauci	7.15/202.27
Stuart Henry	7.21/195.17
P Pronesti/M Hayes	7.31/190.94
Michael Arnold	7.43/188.49
Johnny Wilson	7.53/176.21
Mick Voase	7.54/194.27
Paul Cibotto	7.64/188.96
Brett Benz	7.87/179.42
Greg Tsakiridis	7.87/173.09
Anthony Fichera	8.04/173.36

MODIFIED STREET UNBLOWN

Danny Sharban	7.67/179.64
Mick Brody	7.86/172.39
Tony Cusolito	7.88/178.00
Kon Michaloudakis	8.28/163.28
John Habib	8.47/160.73
Mark Drew	8.47/160.65
Leo Vangelovski	8.49/159.80
Andrew Halstead	8.55/163.55
Wayne Lear	8.54/157.30
Pier Baiocchi	8.89/150.23

TRUE STREET

Anthony O'Connor	8.53/157.63
Dean McMahon	8.60/158.33
Andrew Searl	8.70/156.35
Janelle Scott	8.96/150.68
Anthony Visintin	9.09/147.91
Jason Benz	9.12/148.72
Greg Aitken	9.40/143.52
N Bonikos/T Cusolito	9.43/146.56
Shane Elvin	9.45/141.11
Peter Haravitsidis	9.64/137.76

RADIAL OUTLAW

Daniel Nunziant	7.00/220.66
Kristian Kalaitzakis	7.09/210.67
Steve Bezzina	7.38/194.49
James Horan	7.43/190.35
Perry Bullivant	7.44/202.52
F Marchese/J Gauci	7.75/190.11
Frank Canistra	7.82/172.06
Nathan Farrugia	7.83/178.97
Shane Crichton	7.87/174.03
Dion Amato	7.94/176.51

10.5 OUTLAW

Paul Mouhayet	6.08/244.52
Robert Campisi	6.28/235.35
Frank Mamone	6.38/229.47
S French/S Sarkis	6.39/234.00
Simon Kryger	6.59/208.97

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440ci Chev T Camaro
Holden Monaro SC
572ci Chev Mustang TT
555ci Chev B LX Torana
400ci Chev T LJ Torana
400ci Ford T Cortina
555ci Chev N LJ Torana
2JZ Toyota T RX2 Mazda
427ci NOS Ford Capri

440ci Ford Cortina

602ci Chev LX Torana
434ci LH Torana
452ci Chev LC Torana
632ci Chev Mustang
598ci Chev HZ Holden
350ci Chev '87 Pontiac
598ci Chev LJ Torana
540ci Chev HT Monaro
611ci Ford XT Falcon

372ci Ford T Cortina

615ci Chev N Capri
632ci Chev N LJ Torana
378ci Chev B HT ute
622ci Chev N LH Torana
555ci Chev N LX Torana
347ci Ford T Mustang
400ci Chev T VL Calais
430ci Ford N RX4 Mazda
350ci Chev T LH Torana

632ci Chev Capri

622ci Chev LX Torana
638ci Chev Capri
632ci Chev Capri
632ci Chev Torana
622ci Chev LX Torana
485ci Chev LH Torana
622ci Chev HQ Monaro
582ci Chev LX Torana
434ci Chev LX Torana

412ci Ford XD Falcon

440ci Ford XF Falcon
427ci Ford XE Falcon
420ci Chev LX Torana
447ci Ford XE Falcon
427ci Chev VL Calais
434ci Chev LX Torana
460ci Chev HX Holden
408ci Chry-Rambler Hornet
411ci Ford XY GT Falcon

600ci Ford T Cortina

525ci Chev T Supra
435ci TT Ford Fairmont
240ci Toyota T Hilux
400ci Chev T LX Torana
427ci Ford T XW Falcon
13B Mazda T RX3 Mazda
427ci Chev T RX3 Mazda
2JZ Toyota T Toyota Cressida
230ci Ford T FG XR6

526ci Ford Mustang TT

632ci Ford Mustang TT
427ci Hemi Nova SC
540KB Pontiac SC
864ci Chev 68 Camaro N

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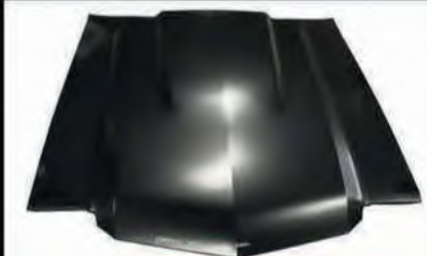
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STAGE WRITE

BOB KOTMEL



MANY people have a “time machine” parked in their garage; a car or bike from yesteryear they love to drive on special occasions. But not everyone wants to compete down the quarter or win trophies at car shows.

I recently went to a Covered in Chrome meeting and enjoyed it very much.

The event was created by Russel Soper, who’d attended a breakfast at Harry’s Diner in Brisbane and returned home to Mackay inspired by the community that Webby was cultivating at Harry’s. After a chat with the local constabulary, Russel started up something similar and now there’s more than 1000 members with something like 650 cars and bikes.

On the second Sunday of every month in Mackay people polish their treasured possessions and turn up at the Casu Jacks for breakfast at the harbour, or, alternatively, some Sunday afternoons in the Stadium Mackay carpark for a coffee.

There are no rules, no sanctioning bodies, no clubs or anything formal. It’s just a bunch of people who love their street machines, hot rods, cruisers or vintage bikes and enjoy hanging out

together. While there’s nothing stopping the general public from turning up in a late model car or bike, they are politely asked to park away from the group of old school vehicles.

The best part about these gatherings is that they are free. If you’re in Brisbane, have a look at Harry’s Diner on Facebook, Webby’s Old School and Muscle Car Reunions and Webby’s Old School and Muscle Car Big Breakfasts. Over 500 cars roll up sometimes and it’s worth taking the kids along for a look.

Similar events are being staged in other cities. And if there’s none happening in your area, start one! You only need a few people to start a regular get-together on Facebook for old school cars and bikes and it will snowball. When Russel started Covered in Chrome, 12 cars turned up after one post on Facebook. Then 45 on Bathurst Day, then 76, then 98... The biggest count so far is 110.

One of the guys I spoke to has a pretty quick street-driven Statesman with a 400 small-block Chev with AFR heads and runs 11.1s at 120mph. That’s almost perfect hook-up by the Moroso calculator and must be making around 500 real weight shifted neddies. Our

discussion turned to shift points and gearing. By rights the best way to set up a car up is so that it crosses the finish line 500rpm above peak HP. And generally, the quickest way down the quarter is to shift at 500rpm above peak HP. There are exceptions to everything, but this applies for most cars. So if the engine peak HP is at 6500rpm, shift at 7000 and use diff gears that allow the car to cross the line at 7000rpm.

There’s a lot you can learn from having a chinwag with an experienced racer. Something else that came out in the bench racing was V8 Holden ignitions. Everyone has their own opinion, but one of the easiest and best ignitions for old Holden V8s is the factory Bosch electronic distributors found in the late model V8s with the big caps. Simply unclip the big cap and use an early model stock cap with a Bosch 302 XD rotor. They work like a charm.

The other thing for old Holden V8s is the stock points distributor can be used to trigger an electronic ignition. I bought an MSD7AL back in 1978 and the ignition was still working fine when I sold the old HG ute. There are lots of brands of electronic ignitions that may claim to have more power, or be cheaper, but when they



WHEN RUSSEL STARTED COVERED IN CHROME, 12 CARS TURNS UP. THEN 45 ON BATHURST DAY, THEN 76, THEN 99... THE BIGGEST COUNT SO FAR IS 110

fail, it's hard to go past an MSD ignition (beware of the "offshore" copies).

Another thing that impressed me was a 253 HQ panel van virtually completely built by the owner from second-hand parts. Every panel on it was from a different car. The owner cut the rust out, did the panelwork, painted it, built the motor and did the upholstery – an absolutely fantastic effort. Him and his wife are about to drive it around Australia.

There is so much to learn from everyone and it's a great place to meet people and make new friends. And if you're chasing some hard-to-find parts, or even complete cars, the people you meet at these events often have some sweet hook-ups. One of the guys said he knew where an original one-owner HQ two-door Monaro sat

in a shed the owner wanted to sell.

The day after I got home there was a message on my answering machine: Did I want to sell some engine parts? During one conversation I happened to mention I was selling some cars, bikes engines and parts.

These gatherings are also a great place to take a street machine or hot rod that you want to sell. While some of the participants may not want to buy it, there are always friends of friends looking for a project.

These gatherings are a great concept. If you appreciate old muscle cars, hot rods and classic cars, look up one of the events mentioned and go for a cruise. That EH wagon you still regret selling all those years ago might just be sitting there with a For Sale sign on it. 🚗



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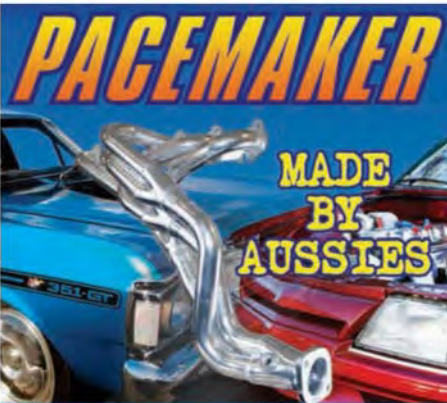
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This month we talk to Heath from **CASTLEMAINE ROD SHOP**



Tell us in one line how to describe your business.

Australia's leading conversion specialist, since 1976 and still going strong.

What is the History of your business?

The Rod Shop started in 1976 in the small country town of Castlemaine. Castlemaine Rod Shop (CRS) is owned by Waddington Street Rods, who are a Castlemaine based family owned company, who have been in the local car scene since the 1970's.

What is your company's best-selling product?

Our ULTIMATE CONTROL coil over IFS front ends, have gone nuts.

What differentiate you from your competitors?

We have over 6,000 products and counting, our huge range spans from Engine mounts to complete reproduction steel bodies.

If we don't have it we will make it!

Who uses your products?

Anyone and everyone, our customers range from 18 year old kids to 80 year old men.

Do you feel that your product has a better reputation because it is Australian Made?

Yes, for sure. We pride ourselves on our quality and service and believe our products are as good as anyone in the world.

What are you currently developing?

Continue to read Street Machine magazine and you will find out.....

How much of your product do you export, and to which markets?

A lot, we also have a USA based company called ROADSTER UTE INC which is located in California. We ship to the USA every week.

What achievement or product are you most proud of?

In 2010 we won the NSRA best new product in the USA for our all steel 28-29 closed cab body.

We are the first non-American company to ever to win this award.

Where do you see your business heading in the next 5 years?

If the past two to three years is any indication, the next five years is going to be very busy for us. We currently have 18 employees and this could double in the near future.

Do you have a message for the Australian readers?

On the 14th of November the Castlemaine Rod Shop Annual Open day is being held. We would like to invite all the Street Machine readers along for a great day.






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YOUNG GUN

PHOTOS PETER BATEMAN

Aged around 21 or younger and have a neat ride? Send some pics and info to: Young Guns, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166, or email us at: younggun@bauer-media.com.au.



SHAUN MATTHEWS

> 18, COTTONVALE, QLD

I HAVE had my HQ GTS one-tonner for about two years now. I was looking for a first car when I was still at school, and one of our neighbours happened to be selling an HQ one-tonner. It had a Premier front, Monaro guards and wheels and a 308 with a five-speed. I liked the look of it so I decided to take it on as a first project.

I did most of the work on it myself. I started by stripping the front clip and pulling the motor and 'box out. I gave the motor a freshen-up, and then started repairing, priming panels and overhauling the suspension and steering. I fabricated the tray, and then refitted the motor and 'box.

I worked hard on it for a year, in every minute of spare time I got, until finally it was ready for paint. It was finished in May last year.

Since finishing school I got an apprenticeship as a mechanic in my stepdad's shop – Pete's Hot Rod & Resto

Shop in Cottonvale. I am in my third year. So far I've helped strip and rebuild about eight small-blocks. I mostly work on Chev and Ford engines, but not long ago we rebuilt a PAX Vauxhall; I learnt a fair bit from that.

We don't really get many engines with electronic management systems, so anything that I'm not familiar with I ask my apprenticeship teacher, who is more than happy to help me out, as right now I'm doing that unit of work.

The next project is a 1948 Chev Stylemaster ute that my younger brother Luke and I are building. We have already built the engine – a small-block Chev, fully balanced, with forged pistons, triple Rochesters, a mild cam, ported Corvette heads and Corvette rocker covers. We are currently working on the chassis and bodywork, and hope to have it finished in a couple of years. 🔧



READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, VIC 3166 or email readerscars@bauer-media.com.au. Please note: send us copies of prints as we are unable to return your photos.

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GEORGE WEBER 1970 HOLDEN HG PREMIER

"SEVEN years ago I purchased this car from a guy called Pete; it had been parked at his father's house for about 13 years with a suspect gearbox. I took it back to bare metal and my mate Mick did the rust repairs. Colour Smart in Yatala was given the task of paint and panel – the body is painted in Sandstorm Metallic, while the roof is Pearl White. Oppermann Mechanical built the engine – a 253 with a Trimatic behind it, running to a VP Commodore diff – and helped out with any niggly problems. It rolls on 18-inch Coys rims. The car was built to be a tidy cruiser – just hop in and drive. Once it was finished I took the car back to Pete and took him for a drive – he was quite chuffed." Photos: Steve Kelly

WINNER!
EAGLE ONE PACK



WINNER!
EAGLE ONE PACK



JOEL AND KYLIE BLAKE 1971 HG HOLDEN PANEL VAN

"MY WIFE and I picked up this original unmodified panel van about six months ago. We bought it off an old policeman, and it came with the logbooks and purchase papers. The engine is a 161 red motor with 68,000 miles on the clock and a three-on-the-tree. We've since lowered it, fitted a new set of tyres and some restored hubcaps, re-trimmed the bench and carpets and added a GTS steering wheel. It's just a fun car to get into and go for a cruise with the family." Photos: Steve Kelly



DARRELL HONEYBONE 1976 HOLDEN HX PREMIER

"MY PREM wagon has been in my family since new. I am the second owner; I inherited it from my granddad in 1993. Having been the family workhorse for 15 years, pulling horse floats all over WA, the car was due for a major rebuild. I had converted it to straight gas in the early 90s so decided to keep that set-up with the new engine. After getting some advice from Gas Research, a nice street 355 was built comprising a Scat crank, H-beam rods, SRP flat-tops and ported VN heads equipped with Yella Terra Gold-series roller rockers. It currently runs the original T400, which has a Stage 2 shift kit and deep B&M alloy pan. A Truetrac and 3.55-inch Salisbury round out the drivetrain. The Pearl White over Poison Ivy paint still looks like it just came out of the booth after five years. The wagon sits nice and low on King Springs and 18x8 Starcorp racing rims."



◀ TOM MARTIN 1968 MUSTANG

"THE whole rotisserie rebuild on my Mustang was done in my shed – no hoist, just plain old hard work. It took 12 months. I did it all myself, except for the re-trim. Everything is reconditioned or new. It runs a late-model 5.0-litre Windsor converted back to carby, and I have also added a shaker scoop. The colour is Viper Yellow."

SHANE JENKINS ▶ FORD XY FALCON

"HERE's our 80s muscle car-inspired XY Falcon 500. It's a factory 302 V8 with column-shift auto. The motor has been worked over by the guys at COME Racing. The tail-lights have been turned over (indicators on top) and all badges removed. To top it all off a rubber SAAS steering wheel has been added. Nothing beats jumping in her on a nice sunny day and cruising along hearing that V8 growl."



◀ GRANT DAVIS HQ STATESMAN

"MY 1975 HQ Statesman De Ville runs a 308 and auto. I've owned the car for 18 years now, and I did the panel and paint myself, as I wanted to keep the original colour."

WINNER!
EAGLE ONE PACK



AMBROSE HEARSE
1967 HOLDEN HR PREMIER

"MY PREM has a 202ci six with a big fat Weber carb. It's also cammed and has hot lifters, HQ front end, twin exhaust, X2 dash and custom interior. She really screams above 3000rpm and gives me great pleasure when she's opened up. I've owned it for two-and-a-bit years. I had a motorbike crash in January 2014; a car pulled out in front of me and I slid into the car – kinda like Goose in *Mad Max*, but worse. I lost my spleen, kidney, tore all my abdominal area, fractured my spine, broke my ribs, hips and pelvis and had huge nerve damage, and am still going through rehab. My motivation is to be able to ride and drive again – the HR is my light at the end of the tunnel!"



BRUCE BAUM
FORD XP FALCON FUTURA

"THIS is my 1966 Futura sedan that's currently in the build. It's pretty standard except for extractors, 2.5-inch exhaust, upgraded sway-bars and brake power booster. The car is about to get a five-stud disc brake upgrade, full front end rebuild, five-stud ute diff to match the front end, and a set of 15x7 US chrome five-spoke wheels."

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IRON MAIDEN

STORY TRISTAN TANCREDI PHOTOS ALASTAIR RITCHIE

Girls – wanna be famous? Send pics, car details and contact details to: Iron Maiden, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.

KAREN HAY

> NEW ZEALAND

ACROSS the ditch in En-Zed, Karen Hay is a bit of a drag racing celebrity. She was dubbed the Queen of Speed in 2014 when her Brogie-built 1927 Model T roadster ran 6.629@205.52mph at Tauranga to smash the NZ women's drag racing record previously held by Faye Grant. *SM* caught up with Karen at Beach Hop in Whangamata.

What have you brought along to Beach Hop? Is this the record-breaking beast?

Yep. We brought our '27 T roadster. We've recently just had our Nationals where we broke the women's record with 6.41@214mph.

That's impressive. So what's under the hood of this machine?

We've got a 482 big-block Chevy. We recently went from a supercharged engine to running two Turbonetics Performance 88 turbos. Due to the transition, we've had to change a couple of things with the way we stage. We now have to spool the turbos up, as opposed to the superchargers. We've got a bump box too, which can look

quite vicious on the line, but now we're fully spooled when we take off. The power also comes in a little bit slower at the beginning and then really ramps up at the top end.

What sort of power does it generate?

It's capable of 2300hp, but we've only had about 2000hp at the moment.

Sounds plenty. So, it's pretty lively on the track?

Yeah, when she goes straight she's a bit of fun. You can have issues with a short-wheelbase car, but even so I'd much rather be in a short-wheelbase car.

How's the season been for your team?

Well the season didn't start too well. Every run at the beginning of the season, we either broke a valve, or a rocker, or a spring. But she came together in the last two meets. So we're really pleased.

Any record-breaking attempts coming up?

We have the Nostalgia Drags coming up, so we're here to promote a bit of awareness for people to come and see what we do.

[*The Nostalgia Drags*] is the last meet of the season, so our goal is to lay down a 220mph pass. ■■





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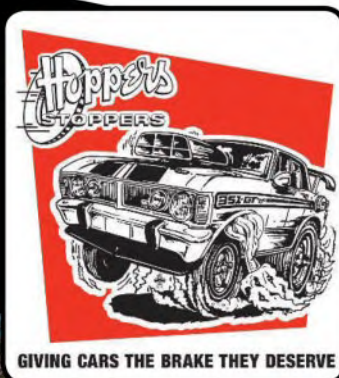
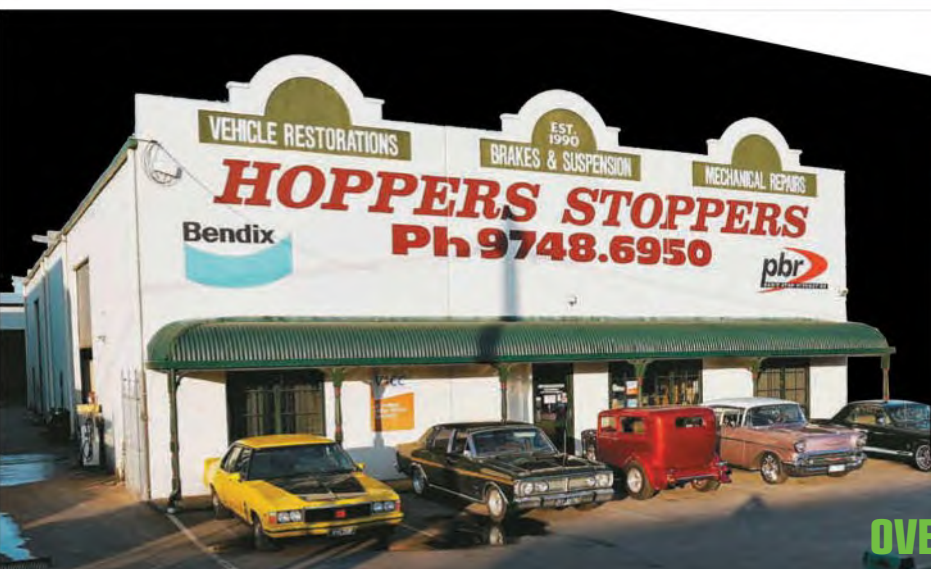
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MY SHED

STORY ANDREW BROADLEY PHOTOS KIRSTEN BROADLEY





MODERN MUMBO

TONY ROHR'S SHED STANDS AS A SHRINE TO GO-FAST LS ENGINES

WHEN you make your living off the land, necessity is the mother of invention. Throughout his 40-year career as a sheep grazer on a large property in Central Western NSW, Tony Rohr taught himself how to fix and fabricate all manner of things, largely because his livelihood depended on it.

Now in his 70s and long since retired, Tony's DIY mentality has remained. His shed is well-stocked with projects, and let's just say his spanners never seem to gather much dust. "About the only things I won't have a go at these days are building transmissions and tuning EFI," he says.

His matching pair of Sting Red CV8 Monaros might look virtually identical with the bonnets down, but they are a bit of a Jekyll-and-Hyde proposition. The 'little' Monaro is Tony's daily drive; a manual with bolt-on engine mods, big brakes and fat rubber. The 'big' Monaro has bolt-on engine mods too, if a Garrett GT4508 turbo can be categorised as such. It also packs an owner-built 427ci RHS-blocked motor, manualised Turbo 400 and Harrop 12-bolt rear. It's good for a lazy 787rwhp, and made a blistering 145mph full-weight quarter-mile pass on the previous engine combo, but it looks like a stocker because that's how Tony rolls.

The VY one-tonner was built to skid, but

it's no slouch in a straight line, either. It still retains the factory 5.7L LS1, to which Tony has added a cam, springs, over-the-radiator cold air intake and custom exhaust, backed by a built Powerglide auto and 31-spline nine-inch diff. A small sniff of giggle gas has helped it to an 11.5@120mph, but bigger plans are afoot.

"I built it for burnouts more than anything, but the plan is to turn it into a bit of a Powercruise car with the new motor," Tony says. "The tonner is good because you can cart tools and stockies to events and then sleep on the back of it, and hopefully it'll go a bit straighter than the bloody Monaro!" He's midway through piecing together a 427ci LSX-blocked mill with a high-rise manifold and plenty more spray, so we're quietly confident it'll chirp second.

The oldest chariot in the stable is an '85 VK Commodore belonging to Tony's son, Peter. After getting the car into the 11s on a shoestring budget with a mild 308 and a NOS Sniper kit, the pair resolved to get with the times and shoehorn in an LS. "Dad's mechanical knowledge was strongest with LS engines, and it was an opportunity to build a tough naturally aspirated motor that was different to anything Dad had," Pete says. "We were going to use a stock 5.7; then we thought: 'Let's do a stock six-litre.' But then

we figured we might as well stroke it or we'd regret it later on."

Pete regrets nothing, because the 408ci-stroked L98 Tony threw together for the VK went 11.0@129mph first time out, before further fettling sent the car well into the 10s.

It's no surprise that Tony has long been fond of LS engines, given that he's always kept ahead of the curve in the technology stakes. Back in the glory days of the Castlereagh drags when GT Falcons ruled supreme, his home-built, tunnel-rammed big-block Chrysler-powered S-Series Val was the cat among the pigeons. "I had an old FJ that was very second-hand in the late 50s; I used to have to work on it through the week just so I could get to town on the weekends!" Tony says. "I put twins on the old grey motor, then three SUs, but it never seemed to go much quicker. The S-Series was my first real hot rod.

"I started out mucking around with the slant six. I fitted three 1¾-inch SUs, did the head and made an exhaust for it, then I put a small-block Chev in it. That was a bit unsuccessful, but it was the only engine you could get back in the day.

Then blokes started importing engines from the States – The Engine Centre I think they were called – so I bought the Chrysler big-block and put that in the old girl. It was a tall-

THE 'BIG' MONARO IS GOOD FOR A LAZY 787RWHP, BUT IT LOOKS LIKE A STOCKER BECAUSE THAT'S HOW TONY ROLLS

Tony's twin CV8 Monaros – only their mother can tell them apart!





01



02



03



04

01: The two-post hoist is positioned over a pit, with an electric engine lifter mounted on a rail overhead. It makes engine and transmission swaps a cinch

02: Just like the outside, the 'big' Monaro's interior looks virtually stock and retains full functionality. A B&M Pro Ratchet looks well at home in the standard console, while a pair of binnacle-mounted gauges could almost be standard

03: The big Monaro's fuel system is beautifully thought out. The custom surge tank was built to fit underneath the spare wheel, and even has a thread in the top for the standard locator bolt. Pump E85 heads north from here via three Bosch 044 pumps

04: The evil twin's 427ci RHS-blocked stroker is packed with top-shelf hardware, including ETP Heads, Shaun's Custom Alloy intake, Callies DragonSlayer crank, Callies rods, forged JE slugs and a Camtech solid-roller. The Garrett GT4508 turbo is a whopper, but the whole show is beautifully integrated and presented

05: Tony built the tonner's 9in diff, adapted the factory ABS sensors and fitted the CalTracs. He also fabricated and painted the neat chequerplate tray, which hinges rearwards to reveal the nitrous bottle

06: This LSX block formed the basis for the big Monaro's previous 440ci combo, which went 10.0@145mph at WSID. Tony is currently reconfiguring it as a 427ci nitrous-assisted monster, which he plans to fit to the tonner so he can smash tyres at Powercruise



The one-tonner is built for skids, rolls on 20in rims and runs a cammed LS1 with a snifter of nitrous. It makes 400whp and is good for mid-11s



05



06



MODERN MUMBO

deck big-block, 414ci bored out to 436ci. It was a tight fit; the headers had to go up and out through the guards – I made them up myself.

"I played around with the heads and early on I had a 950 three-barrel Holley on it that was a pretty awesome thing; then I went to the tunnel ram. Plus I ran a Torqueflite – most people were running manuals at the time. I built it myself with bits from the States – it was a slow operation getting hold of that stuff back in the day!"

Tony got the Val to run as quick as 12.7 – pretty rapid for a street car in the early 70s – before reasoning that weight was the limiting factor and dumping the big-block into a T-bucket. He also played with rotaries long before they were cool, with a Series I RX-7 that ran low eights at the Orange eighth-mile sprints.

"I bought it in the early 80s, when Moffat was into his RX-7s. The big thing was they loved to be turbocharged. I pulled out the aspirated carby 12A and put in an EFI turbo 13B with an early Haltech – one of their very first computers. We used to run it over at Orange and it'd put it up to nearly all the V8s over there. Eventually I put the standard engine back in it and Pete used to drive it to school!"

A Harrop-blown VZ SS ute led to Tony's present-day obsession with all things LS, and after almost 60 years of mucking around with fast cars, his long-suffering wife Jill is still patiently waiting for him to start acting his age. "She is very good that way, very understanding," Tony admits. "I'm fortunate that's she's so tolerant of what I do, but I've still got plenty of projects on the go, so I might be tied up in the shed for a while yet!"

07: The VK's L98-based, naturally aspirated 408-cuber is a very budget-conscious combo. The block was bought for a song from a drowned VE, and aside from a mild port job and a set of valve springs, the heads are stock. A hydraulic cam keeps costs and maintenance down, and an affordable Lunati rotating assembly was used. Still, it makes 449rwhp and has powered the VK to a 10.6@131mph. Great result!

08: Tony's shed is so well-appointed it would put many commercial workshops to shame. There's a lathe, mill, plasma cutter, hydraulic press, air compressor, drill press and numerous welders, and they're all constantly in use. All he needs now is a dyno!

09: The 436ci Chrysler from Tony's S-Series was dumped into this rather bad-arse looking T-bucket in the early 80s. "When the kids came along I was pretty much banned from running it!" Tony laughs

10: Tony's old big-block Valiant tearing up the Castlereagh drag strip. 12.7sec quarters made it a fairly formidable street car in its day

11: Proof that the apple never falls far from the tree

12: It might look like a stocker, but the big Monaro is no joke. Tony is busting to get the car into the nines with the new combo



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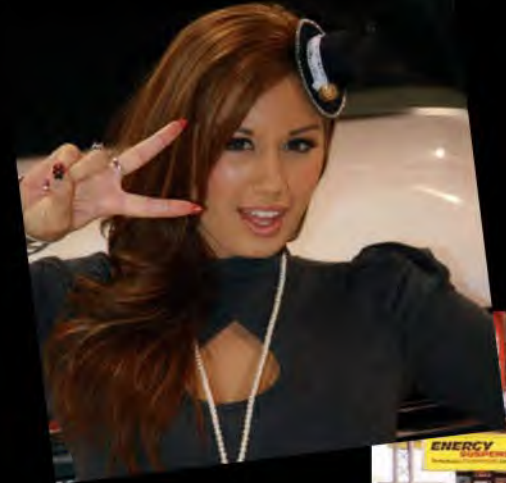
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> GAG OF THE MONTH

SACRED AND PROFANE

A NUN walked into the Mother Superior's office, plunked down into a chair and let out a sigh heavy with frustration.

"What troubles you, Sister?" the Mother Superior asked.

"I went to play golf with my brother," the Sister answered.

"And I take it your day of recreation was not relaxing?"

"Far from it," the Sister snorted. "In fact, I even took the Lord's name in vain today!"

"Goodness, Sister!" the Mother Superior gasped. "You must tell me all about it!"

"Well, we were on the fifth tee, and I hit the drive of my life, the sweetest swing I ever made. And it was flying straight and true, but then it hit a bird in mid-flight!"

"Oh my, how unfortunate!" the Mother Superior exclaimed. "But surely that didn't make you blasphemous, Sister?"

"No, that wasn't it," the Sister replied. "You see, just then this squirrel ran out of the woods, grabbed my ball and ran off down the fairway!"

"Oh, so that's when you blasphemed?"

"No, not then, Mother!" the Sister sobbed.

"Because then this hawk swooped out of the sky, grabbed the squirrel and flew off, with my ball still in the squirrel's paws!"

"So that's when you cursed?"

"Nope, that wasn't it either," the anguished Sister cried. "Just then the squirrel started struggling, so the hawk dropped him right there on the green, and the ball popped out of his paws and rolled to about half a metre from the cup!"

The Mother Superior sat back in her chair, folded her arms across her chest, fixed the Sister with a baleful stare and said: "You missed the f---ing putt, didn't you?"

Lindsay Wilson, email

DOWN THE HATCH

A MAN walks into a bar and yells: "Bartender, give me 20 shots of your best single-malt scotch!"

The bartender pours the shots and the man drinks them down one at a time, as fast as he can.

"Wow, I never saw anybody drink that fast," the amazed bartender exclaims.

The man replies: "Well, you'd drink fast if you had what I have."

"Oh my god, what do you have?" the bartender asks him.

The man says: "Fifty cents."

Penny Lessanpist, email

ASLEEP AT THE WHEEL?

TWO elderly women were out driving in a large car. Both could barely see over the dashboard. Cruising along, they came to an intersection. The



> FUNNY FOTO

"Open wide! Trust me, this won't hurt a bit."

signal was red, but they just went on through. The woman in the passenger seat thought: "I must be losing my mind. I swear we just went through a red light."

A few minutes later, they came to another intersection, and the light was red again. Again, they went right through. This time, the woman in the passenger seat was almost sure that the light had been red. She was getting nervous and decided to pay very close attention to the next intersection.

Sure enough, at the next intersection the light was definitely red, and yet they went right through. She turned to the woman driving and said: "Mildred! Did you know we just ran through three red lights in a row! You could have killed us!"

Mildred turned to her and asked: "Oh, am I driving?"

Stella F Fort, email

SHADY LADY

I WAS walking through the supermarket to pick up a few things when I noticed an old lady staring at me and following me around. Thinking nothing of it, I ignored her and continued on. Finally I went to the checkout, only to find the old lady in front of me in the line.

"Pardon me," she said, "I'm sorry if my staring at you made you feel uncomfortable. It's just that you look just like my son, who died recently."

"I'm very sorry," I replied. "Is there anything I can do for you?"

"Yes," she said. "As I'm leaving, can you say: 'Goodbye, Mother?' It would make me feel so much better."

"Sure," I said, happy to help the old lady feel good. So as she was leaving, I called out: "Goodbye, Mother!"

But then it was my turn at the checkout, and the cashier told me my bill came to \$127.50.

"How can that be?" I asked. "I only purchased a few things!"

The cashier replied: "Your mother said that you would pay for her."

Con Arddist, email

NAUGHTY BOYS

A MINISTER was passing a group of young teens sitting on the church lawn and stopped to ask what they were doing.

"Nothing much, Pastor," one of the boys replied.

"We were just seeing who can tell the biggest lie about their sex life."

"Boys, boys, boys!" the minister scolded. "I'm shocked. When I was your age, I never even thought about sex."

In unison they all replied: "You win!"

Sharlee Tunn, email

TOO HARD

ONE day an elderly man decided that, since he had never fathered any children, he would make a deposit to the local sperm bank.

At the sperm bank a young doctor gave the man a jar and told him to go into the bathroom and put his deposit in it.

After what seemed like a long time the young doctor began to worry about the elderly man so he went to the bathroom door, knocked and asked if he was all right. No answer. So the doctor opened the door to find the elderly man breathing hard and sweating.

"Are you okay?" the concerned doctor asked.

"Son, it's not as easy as it used to be," the old man replied. "I have slapped it, spit on it and beat it on the wall. I even ran hot water on it, I ran cold water on it too, and I just can't get the lid off this jar to save my life!"

Khan Gedidov, email

GRAVITY OF THE SITUATION

A WOMAN in her 90s is distraught after the death of her warm, caring, faithful husband of 70 years. She can't live without him and decides that the best way to do herself in is to stab herself in her pitifully broken heart. Still, she doesn't want to linger, so she calls a doctor to find out exactly where the heart is.

He tells her to put her first two fingers together, hold them horizontally and place the tip of the first finger just below her left nipple. The heart, he says, is immediately below the

> THOUGHT OF THE MONTH

If I had to live my life again, I'd make the same mistakes, only sooner – Tallulah Bankhead

first knuckle on her second finger.

Later that day, the doctor is called to the emergency room to put 14 stitches in the elderly woman's left thigh.

Drew Peajug, email

THE C-WORD

STEVE goes to the doctor and says: "Doc, I want to be castrated."

"What on earth for?" asks the doctor in amazement.

"It's something I've been thinking about for a long time, and I want to have it done," Steve replies.

"But have you thought it through properly?" the doctor asks. "It's a very serious operation and once it's done, there's no going back. It will change your life forever!"

"I'm aware of that, and you're not going to change my mind," Steve says firmly. Either you book me in to be castrated or I'll simply go to another doctor."

"Well, okay," the doctor says, "but it's against my better judgment!"

So Steve has his operation, and the next day he is up and walking very slowly, legs apart, down the hospital corridor with his drip stand. Heading towards him is another patient, who is walking exactly the same way.

"Hi there," Steve says. "It looks as if you've just had the same operation as me."

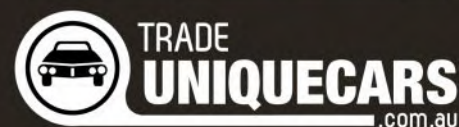
"Well," the patient replies, "I finally decided after 37 years of life that I would like to be circumcised."

Steve stares at him in horror and yells: "Shit! THAT'S the word!"

Ivan O Stones, email



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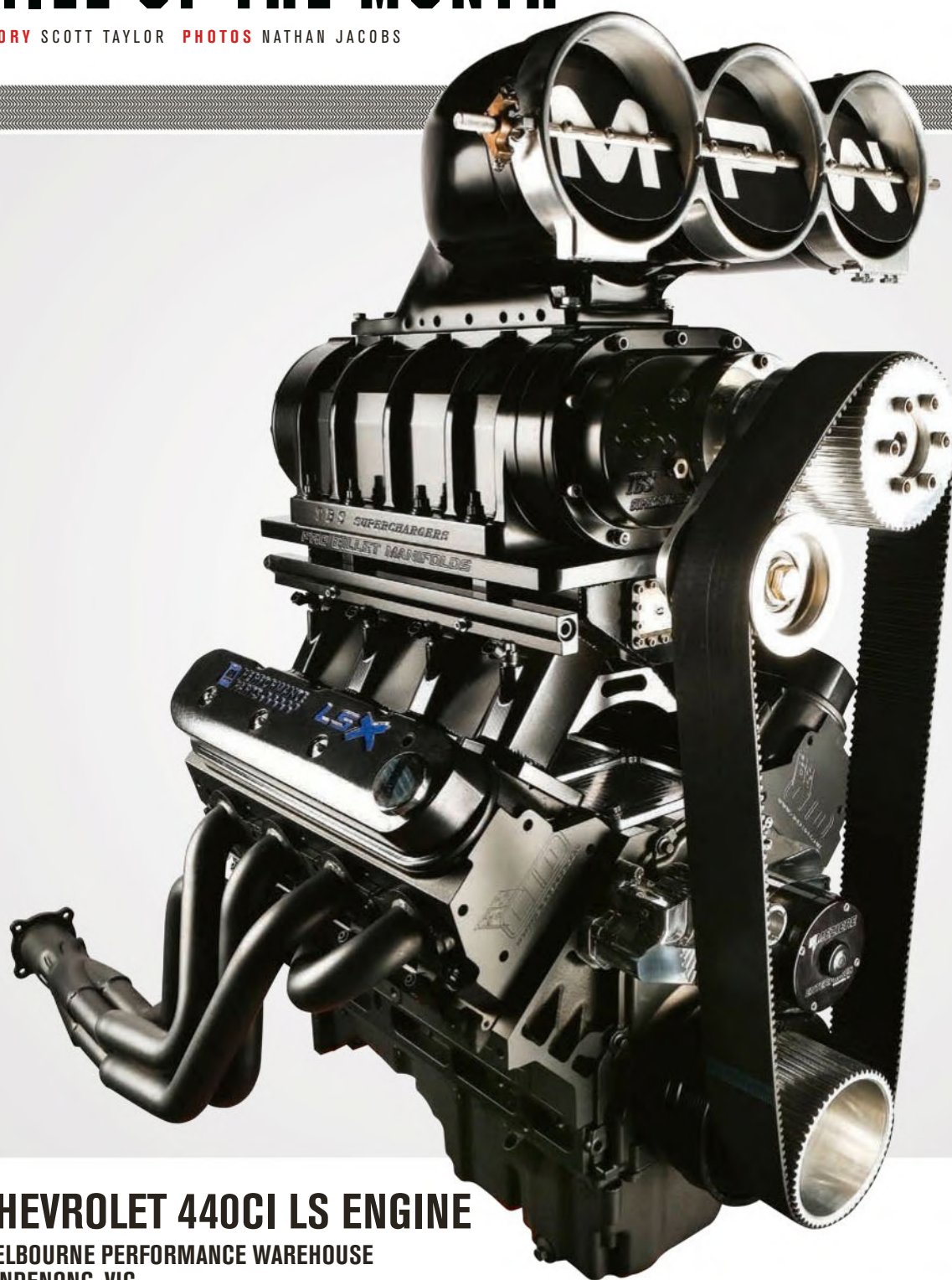
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Just have a gander at this fine piece of iron from MPW in Dandenong. With a bit of help from Powerhouse Engines, MPW plans to make somewhere in the vicinity of 1500hp from this beast.

It all started with a Dart LS Next block, which has been filled with a Lunati crank, Carrillo rods and CP pistons to displace 440 cubes. The heads are from CID with a Pro Billet intake and it's all topped by a Blower Shop 8/71 and Big & Ugly injector hat.

But this isn't your average blown, methanol engine. Rather than run it on methanol, and use mechanical injection, the boys have decided to make the most of modern technology. A Haltech Elite 2500 ECU will control 16 injectors – eight in the hat and eight below the blower – and the engine will run on a diet of E85.

As you may have guessed, this donk is destined for burnouts; it'll be smoking it up in a white VK Commodore called VKKING before the year is out. With this much motor up front, we don't think it'll have a problem frying some treads.

But before then the boys have to finish a few things off and sling it over to Powerhouse Engines for some dyno time. Stay tuned for that video on streetmachine.com.au. 

ALL FOR SHOW:

The pipes are just a set of four-into-one Pacemakers to look good for the photos, but the boys from MPW will be crafting up a set of custom headers when the engine goes in



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